



# MEASURE M ANNUAL REPORT

FISCAL YEAR  
2020-21

APPROVED FEBRUARY 2022







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SONOMA COUNTY  
TRANSPORTATION  
AUTHORITY

REGIONAL CLIMATE  
PROTECTION AUTHORITY

**2021 DIRECTORS**

**MELANIE BAGBY**  
City of Cloverdale

**MARK LANDMAN**  
City of Cotati

**ARIEL KELLY**  
City of Healdsburg

**D'LYNDA FISCHER**  
City of Petaluma

**GERARD GIUDICE**  
City of Rohnert Park

**CHRIS ROGERS,**  
**VICE CHAIR**  
City of Santa Rosa

**SARAH GURNEY**  
City of Sebastopol

**MADOLYN AGRIMONTI**  
City of Sonoma

**SUSAN GORIN, CHAIR**  
Sonoma County

**DAVID RABBITT**  
Sonoma County

**LYNDA HOPKINS**  
Sonoma County

**ESTHER LEMUS**  
Town of Windsor

**CITIZENS ADVISORY COMMITTEE**

**JUNE 2021 MEMBERSHIP ROSTER**

CURT NICHOLS  
Building Industry Association

TOM WOODS  
North Bay Labor Council

RAY MULAS  
Sonoma Co. Farm Bureau

RICK LUTTMAN  
League of Women Voters of  
Sonoma Co.

LISA BADENFORT  
North Bay Association of  
Realtors

ALAN SOULE  
North Bay Chapter of the  
Electric Auto Association

*Vacant*  
North Bay Organizing Project

TIM WEBSTER  
Transit Paratransit Coordinating  
Committee

MOUSA ABBASI  
Santa Rosa Metro Chamber of  
Commerce

KATHLEEN CORTEZ  
Sonoma County Area Agency  
on Aging

STEVE BIRDLEBOUGH  
Sierra Club

TOM CONLON  
Sonoma County Conservation  
Coalition

JOHN BLY  
Engineering Contractors  
Association

MICHAEL LAVIN  
Sonoma County Taxpayers  
Association

DENNIS HARTER  
Sonoma County Alliance

ERIS WEAVER  
Sonoma County Bicycle  
Coalition

CLAUDIA VECCHIO  
Sonoma County Tourism

WILLARD RICHARDS  
Sonoma County Transportation  
& Land-Use Coalition

*Vacant*  
Sonoma County Winegrowers

JEFF BLAKESLEE  
SOSRoads

DAVID OSTER  
1st District

MIKE SOILAND  
2nd District

TOM BAHNING  
3rd District

BRIAN LING  
4th District

CARMEN FLORES  
5th District



# EXECUTIVE SUMMARY

1







Passed by the voters in November 2004, the Traffic Relief Act for Sonoma County (Measure M) continues to deliver multi-modal transportation improvements throughout the county. The Act provides for a 1/4-cent sales tax to be used to maintain local streets, fix potholes, complete the widening of Highway 101 for High Occupancy Vehicle (HOV) lanes, improve local street operations, restore and enhance transit services, support the development of passenger rail service, and build safe bicycle and pedestrian routes. The funds are dedicated towards the programs and projects specified in the Expenditure Plan.

While the COVID-19 outbreak is ongoing, and its duration and severity and economic effects are uncertain in many respects, sales tax receipts in Sonoma County have rebounded 12.9% in Fiscal Year (FY) 2020–21 relative to the sales tax revenue decline experienced in FY 2019–20. The rebound in sales tax revenues is mostly attributable to e-commerce/online purchases and auto sales. The local impacts of the global pandemic continue to be severe on our Bus and Rail transit operators in Sonoma County.

## **LOCAL STREETS REHABILITATION (LSR) AND LOCAL BUS TRANSIT (LBT) PROGRAMS**

Measure M continues to provide Sonoma County and its nine cities with a reliable fund source for on-going local street maintenance and public transit operational needs through its two apportionment programs. The LSR program provides all nine jurisdictions with increased funding for the maintenance and operations of their existing local streets. The LBT program provides funding to three transit operators, to augment both regular and paratransit bus service.

## **HIGHWAY 101 PROGRAM**

The Highway 101 program continued to make substantial progress in the delivery of High Occupancy Vehicle (HOV) projects in Fiscal Year 2020–21. The final project through Petaluma (MSN C2) continued construction and was afforded opportunities for acceleration because the pandemic impacted traffic flow with stay at home orders, allowing some activities traditionally restricted to night-time work to occur during daylight hours. The MSN C2 project will complete a 30 mile HOV system from south of the Marin/Sonoma County line to Windsor. All Sonoma County Highway 101 planned HOV lanes will be opened by the end of 2022.

## **LOCAL STREET PROJECTS (LSP) AND BICYCLE PEDESTRIAN PROJECTS PROGRAM**

Local jurisdictions used Measure M to help fund various projects identified in the Local Street Projects (LSP) and Bicycle Pedestrian Projects (Bike-Ped) programs. In the LSP program, the City of Santa Rosa is awaiting construction funding to match the Measure M funds for Hearn Avenue, Phase 3 and completed Design on Fulton Avenue Improvements Phase 1. The County completed plant establishment of the Airport Avenue Interchange landscaping and improved Airport Blvd between Aviation



Blvd and Regional Parkway, including Bike and Pedestrian improvements across and parallel to the SMART rail line. The SCTA continued progress on the Design and Right of Way phases for the Highway 116/121 Intersection project.

Funding spent in the Bicycle and Pedestrian program increased more than twofold from the previous fiscal year as sponsors began new phases of Measure M projects to move forward. This year's expenditures include the Santa Rosa Creek Trail, Arnold Drive Bike Lanes, Foss Creek Trail, NWPRR Path, Access Across 101 in Rohnert Park, and Bicycle Safety and Education; including Safe Routes to Schools and Bike to Work activities.

**PASSENGER RAIL PROGRAM (SMART)**

The Sonoma Marin Area Rail Transit (SMART) District continued to work on final design and construction of the first phase of the Initial Operating Segment (IOS), including rail and grade crossings, despite not expending Measure M in FY 2020–21. SMART began service along the IOS between San Rafael and Santa Rosa North station in August of 2017. The IOS has since been expanded to include service from Larkspur to the Airport Boulevard Station. SMART has also completed multiple sections of the multi-use pathway to date, and design and construction of additional rail and pathway segments are proceeding.

In summary, Measure M has been a reliable fund source to use for leveraging other state and federal fund sources, helping to maintain and build upon Sonoma County's transportation network. Measure M funds have been used to improve the quality of local roads, maintain local bus transit service, reduce congestion, add HOV lanes to Highway 101 and improve interchanges, increase bicycle and pedestrian facilities, and bring commuter rail service to Sonoma County.

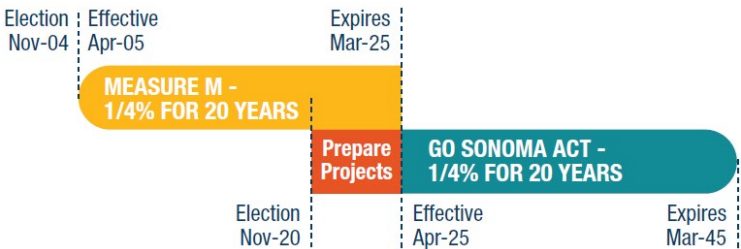
**THE FUTURE OF MEASURE M**



The Go Sonoma Act was passed by voters in November of 2020, extending the 1/4 cent Transportation Specific Sales tax in Sonoma County for 20 years from the end of Measure M in 2025. Go Sonoma includes a revised expenditure plan and SCTA will be completing a Go Sonoma strategic plan in advance of the December 31, 2023 deadline required in the new act.

More Details on the Go Sonoma Act can be found at: <https://scta.ca.gov/gosonoma/>

**This annual report is focused on Measure M for Fiscal Year 2020–21.**





## REVENUE & DISBURSEMENTS

2

Fiscal Year 2020–21 sales tax revenue totaled \$28,667,696. Compared to Fiscal Year 2019–20 revenue of \$25,383,948, this reflects 12.9% year-to-year increase.

Measure M's Expenditure Plan guides the distribution of funding among programs and projects. The following table summarizes the Measure M program accounts for the fiscal year ending June 30, 2021:

**TABLE 1. MEASURE M FINANCIALS, FISCAL YEAR 2020–21**

Apportionment Programs	Beginning Balance	Revenue (Note 1)	Expenditures (Note 2)	Adjustments (Note 3)	Ending Balance
20% Local Road Rehabilitation (LSR)	\$1,005,102	\$5,741,976	\$5,543,143	-\$411,369	\$792,566
10% Local Bus Transit (LBT)	\$502,376	\$2,870,967	\$2,771,401	-\$271,263	\$330,679
1% Administration	\$650,276	\$291,180	\$338,140	-\$12,504	\$590,811
<b>Project Programs</b>					
40% Highway 101 Projects	\$12,088,058	\$23,059,969	\$31,020,658	\$4,064,458	\$8,191,827
20% Local Street Projects (LSP)	\$33,549,721	-\$2,574,814	-\$6,044,599	-\$8,735,891	\$28,283,615
4% Bike/Ped Projects	\$2,729,167	\$1,430,997	\$1,390,353	\$639,337	\$3,409,149
5% Passenger Rail (SMART)	\$790,524	\$3,515,327	\$5,893,634	\$2,641,919	\$1,054,136
<b>Total Measure M</b>	<b>\$51,315,224</b>	<b>\$34,335,601</b>	<b>\$40,912,729</b>	<b>-\$2,085,313</b>	<b>\$42,652,783</b>

Note 1: Revenue includes \$28,667,696 in new sales tax revenue, \$400,834 in interest and \$5,545,071 in reimbursements. LSP revenue and adjustments reflects the \$8,295,000 inter-program loan used to defease the 2011 Bonds as well as the \$278,000 inter-fund loan to reimburse the County Registrar of Voters for the Go Sonoma Act Election costs.

Note 2: Expenditures include \$27,640,766.70 in program expenses, including \$21,844,962.50 in Debt Service for 2015 Bond payment and 2011 Defeasance. The 2011 Bond Series principal payment of \$10,815,000 on June 1, 2021 resulted in over \$750,000 in interest savings. 2015 Bond Series are the only remaining bonds held by SCTA.

Note 3: Adjustments include fiscal year end receivables and payables for both revenue and expenditures; as well as Prior Year Revenue received in Bike/Ped.





MEASURE M  
PROGRAMS

3



## APPORTIONMENT PROGRAMS

Of the six non-administrative programs within Measure M, two are considered apportionment programs in that funds are apportioned to designated sponsors within the program, based on a formula. The Expenditure Plan does not call for specific projects within these programs. Local jurisdictions administer these funds and report on Measure M spending by submitting annual reporting letters.

- 1 Local Streets Rehabilitation (LSR) Program
- 2 Local Bus Transit (LBT) Program



# Local Streets Rehabilitation (LSR) Program

Measure M provides 20 percent of its revenues to the County and each of the nine cities to be used to repair potholes, maintain streets and keep traffic moving. In Fiscal Year 2020–21, the SCTA distributed \$5,543,143 in Measure M — LSR funds to the County and the nine cities to use on their individual rehabilitation programs. Distribution percentages are by population and road mile formula.

**TABLE 2. LOCAL STREET REHABILITATION (LSR) PROGRAM REPORTING, FISCAL YEAR 2020–21**

LSR Jurisdiction	Unspent Prior Allocations	FY 20–21 Allocations	Interest Reported	Available in FY 20–21	Expended in FY 20–21	Rollover to FY 20–21
Cloverdale	\$279,768	\$88,304	\$498	\$368,569	\$176,450	\$192,119
Cotati	\$17,665	\$70,455	\$129	\$88,249	\$65,000	\$23,249
Healdsburg	\$0	\$121,108	\$0	\$121,108	\$121,108	\$0
Petaluma	\$100,000	\$542,317	\$0	\$642,317	\$642,317	\$0
Rohnert Park	\$692,090	\$345,729	\$4,424	\$1,042,243	\$34,758	\$1,007,485
Santa Rosa	\$446,189	\$1,560,335	\$5,145	\$2,011,669	\$1,771,446	\$240,223
Sebastopol	\$136,717	\$71,169	\$494	\$208,380	\$47,885	\$160,495
Sonoma (City)	\$195,104	\$102,013	\$2,212	\$299,328	\$150,882	\$148,447
Windsor	\$0	\$255,743	\$0	\$255,743	\$0	\$255,743
County	\$430,571	\$2,385,970	\$1,235	\$2,817,776	\$2,817,776	\$0
<b>Totals</b>	<b>\$2,298,104</b>	<b>\$5,543,143</b>	<b>\$14,136</b>	<b>\$7,855,382</b>	<b>\$5,827,622</b>	<b>\$2,027,760</b>

**TABLE 2A. LOCAL STREET REHABILITATION (LSR) PROGRAM TOTAL TO DATE**

All allocations as of Fiscal Year End 2020–21

LSR Jurisdiction	Total Allocations As of 6/30/2021
Cloverdale	\$1,018,744
Cotati	\$818,208
Healdsburg	\$1,422,600
Petaluma	\$6,429,455
Rohnert Park	\$4,140,717
Santa Rosa	\$18,414,105
Sebastopol	\$858,047
Sonoma (City)	\$1,184,765
Windsor	\$3,008,459
County	\$29,617,417
<b>Totals</b>	<b>\$66,912,517</b>

This table shows all allocations as of June 30, 2021.

The SCTA reports the following highlights:

### CITY OF CLOVERDALE

The City of Cloverdale received \$88,304 in Measure M — LSR funds this year. Combined with \$279,768 in unspent prior allocation and \$498 in interest the City had a total of \$368,569 available to spend. The City spent \$176,450 on the construction of new sidewalks along sections of South Cloverdale Boulevard. The work included new Class 2 bike lanes and ADA accessible curb ramps and sidewalks from Shady Lane to Furber Ranch Plaza. The City rolled over \$192,119 for future years' expenditures.

### CITY OF COTATI

The City of Cotati received \$70,455 in Measure M — LSR funds this year. Combined with unspent prior years' allocations of \$17,665 and interest of \$129, Cotati had \$88,249 available this year. The City expended \$65,000 on construction of the city's Overlay Program. Below is a table showing the streets addressed, with Pavement Condition Index (PCI), which rates the condition of the surface of a road network, indicated before and after treatment.

#### COTATI TREATED STREETS

Street/Road/Location Treated	Total Length, ft	PCI Before/After
Olof Street	681 Ft	42/95
William Street	687 Ft	7/95
George Street	697 Ft	40/95
Arthur Street	700 Ft	7/95
Charles Street	654 Ft	19/95
Henry Street	675 Ft	7/95
Valparaiso Street	200 Ft	28/95

Additionally, the City added speed humps to Olof Street, William Street and Charles Street, Class 3 bike route sharrows were added to all the streets listed in the table and non-compliant ADA ramps were replaced. The City rolled over \$23,249 for future years' expenditures.







*In the City of Healdsburg: an upgraded crossing at Sherman Street and Healdsburg Avenue.*

## CITY OF HEALDSBURG

The City of Healdsburg received \$121,108 in Measure M — LSR funds this year and did not report any interest earned. The City spent the entire FY 2020–21 amount on Intelligent Transportation Systems (ITS) and Maintenance operations detailed below:

The City performed a citywide traffic signal timing audit and implemented the findings. Recommendations included adjusting walk intervals, pedestrian clearance time, yellow change interval, red clearance interval and minimum green times at twelve signalized intersections. The City also performed ongoing traffic signal preventative maintenance and repairs, upgraded flashing beacon warning sign on North Fitch Mountain Road, installed batter backup power for traffic signals at four locations, and installed video detection at the intersections of Healdsburg Avenue and Powell Avenue and Healdsburg Avenue and Grant Street.



*Road maintenance at the corner of Ely Boulevard and Gilek Street in Petaluma.*

Additionally, pavement repairs were performed at various locations throughout the City that involved sawcutting, removing, and replacing failed asphalt. Approximately 610 square feet were repaired requiring 17 tons of asphalt.

The City performed striping maintenance and repairs that included restriping of:

- 2852 feet of Centerline
- 40 feet of Bike Lane
- 520 Feet of Edge Line
- 390 Feet of Channelizing Line
- 3300 Feet of Limit Lines and Crosswalks
- 37 Pavement Legends such as “Stop,” “Slow School Xing,” and “Slow Ped Xing”
- 13 Pavement Arrows

Finally, signing and striping at the uncontrolled intersection of Sherman and Healdsburg Avenue was upgraded.



Road sealing occurring at 616 Davis Street in Santa Rosa.

## CITY OF PETALUMA

The City of Petaluma received \$542,317 in Measure M — LSR funds this year and did not report any interest earned. Combined with \$100,000 in unspent prior allocation the City had a total of \$642,317 available to spend. Petaluma spent the entire amount in FY 2020–21 on its roadway maintenance program. Work included pothole patching, skin patching, concrete work, pavement rehabilitation, overlays (asphalt dig, grind out and replacement), street sign replacement, and traffic and bike lane pavement delineation. Approximately 2,677 potholes were repaired citywide. Skin patching, which is used to cover potholes and seal the surrounding areas to prevent further potholing, was conducted on 106,487 linear feet of roadway and included 24 digouts and 0.26 miles of overlay.

A total of 538 faded traffic signs were replaced. Additionally, 39,678 linear feet of lane lines were repainted including bike lanes, 24,869 linear feet of curb was painted, as well as 263 stop bars, and 128 crosswalks.

## CITY OF ROHNERT PARK

The City of Rohnert Park received \$345,729 in Measure M — LSR funds this year. Combined with

unspent prior years' allocations of \$692,090 and interest of \$4,424, Rohnert Park had \$1,042,243 of funding available. Rohnert Park expended a total of \$34,758 this year and rolled over \$1,007,485 for future years' expenditures.

Rohnert Park spent \$34,758 of Measure M — LSR on implementation of the Railroad-Adjacent Safety Improvements project. Focused on the vicinity of the three SMART rail crossings at Golf Course Drive, Rohnert Park Expressway, and Southwest Boulevard, railroad interface equipment upgrades were implemented, along with signal timing coordination. These improvements serve to eliminate vehicle queuing on the railroad tracks, which is a significant hazard.

The city intends to use the banked funds in FY 2021–22 on the Southwest/Commerce Roundabout which opened bids in September 2021 and will be constructed in Fall/Winter 2021. A paving project on E. Cotati Avenue which will begin following a PG&E utility relocation is also expected to receive banked funding in the next fiscal year.

## CITY OF SANTA ROSA

The City of Santa Rosa received \$1,560,335 in Measure M — LSR funds this year. Combined with \$446,189 in unspent prior years' allocations and \$5,145 in interest, the City had \$2,011,669 in Measure M — LSR funding available. The City expended \$1,771,446 and rolled over \$240,223 for future years' expenditures.

Measure M funds (\$764,713.71) were used for the design and construction phases of the 2020 Slurry Seal contract. This project included a few





localized minor pavement dig outs, applied slurry seal, and installed traffic stripes and pavement markings. Appendix 1 is the 2020 slurry seal list including street segment length and PCI information. City crews prepared the streets by grinding off pavement markings and removing pavement markers, notifying the residents, and setting up traffic control. The contractor was responsible for the application of the slurry seal (see photo below).

Measure M funds (\$770,220.06) were used for the construction phase of the 2020 Pavement Preventive Maintenance (PPM) contract. The project includes localized pavement dig outs, slurry seal and will install new traffic stripes and pavement markings on the following City street sections:

- Kawana Springs Road between Santa Rosa Avenue and Sonoma Academy
- Aston Avenue/ Allan Way between S. Hendley Street and Cooper Drive
- S. Hendley Street between Highway 12 and Aston Avenue
- Brookwood Avenue between Sonoma Avenue and Highway 12
- E Street between College Avenue and Sonoma Avenue (road diet adding buffered Class II bike lanes)
- Petaluma Hill Road between Colgan Avenue and city limits (Insert Photo)

Measure M funds in the amount of \$1,513 were used for the scoping and preliminary design of the Sonoma Avenue reconstruction project. This project will reconstruct Sonoma Avenue between Bobelaine Drive and E Street. The

project includes rehabilitating approximately 0.9 center line miles of this roadway due to failing and deteriorating pavement conditions by milling and replacing 0.25' of hot mixed asphalt on all through lanes including the second through and merge lanes at the intersections of Brookwood Ave and E St. (The westbound 1490 ft from Bobelaine Dr. heading west is excluded because it was paved about 7 years ago by the County), followed by pavement grid for additional strength and pavement life, followed by a 0.25' hot mixed asphalt overlay. Existing Class II bike lanes will be retained, and pedestrian ramps will be reconstructed to current ADA standards. The City is leveraging Measure M funding with SB-1 funding to complete the project. The project is expected to start construction in Spring 2022.

Finally, the City continued to use Measure M funds in the amount of \$235,000 to fund the maintenance of its existing adaptive traffic control signals on College Avenue, Guerneville Road, Stony Point Road and Mendocino Avenue.

*Road sealing occurring on Olive Street near Barnett in Santa Rosa.*





Road maintenance location in the City of Sonoma.

The central software has been upgraded, and the local controller software is being upgraded as the City continues to change signal traffic controllers to the latest standard.

## CITY OF SEBASTOPOL

The City of Sebastopol received \$71,169 in Measure M — LSR funds this year. Combined with \$136,717 in prior allocation and \$494 in interest, the City had a total of \$208,380 available to spend. The City spent \$47,885 on engineering and design for the Bodega Avenue Bike Lanes Rehabilitation Project on Bodega Avenue between High Street and Pleasant Hill Road, and rolled over \$160,495 for future years' expenditures.

## CITY OF SONOMA

The City of Sonoma received \$102,013 in Measure M — LSR funds this year. Combined with \$195,104 in unspent prior allocations and \$2,212 in interest, Sonoma had \$299,328 available to spend. The City spent \$150,882 on maintenance with the Depot Park First Street West Frontage Improvements project, which widened a drainage channel so that water can be drained from the roadway improving safety for all travelers on First Street West. The City rolled over rolled over \$148,447 for future years' expenditures.

## TOWN OF WINDSOR

The Town of Windsor received \$255,743 in Measure M — LSR funds this year and did not report any interest earned. The Town rolled over the entire amount for future years expenditures.

## COUNTY OF SONOMA

The County of Sonoma received \$2,385,970 in Measure M — LSR funds this year. Combined with \$1,235 in interest and \$430,571 in prior allocation, the County had a total of \$2,817,776 available to spend. The County spent \$962,270 on its overlay program and \$1,423,789 on its maintenance program for a total of \$2,817,776. The overlay program included the following:

- Grind and profile: Asti Rd, Bennett Valley Rd, Bodega Ave, Chileno Valley Rd, Dry Creek Rd, Fitzpatrick Ln, Hauser Bridge Rd, Hearn Ave, Lawndale Rd, Ludwig Ave, Mark West Springs Rd, Occidental Rd, Old Redwood Hwy, Petaluma Blvd S, Ragle Rd, Salmon Creek Rd, Tapadera Dr, Yuba Dr.
- General maintenance program includes potholing and oil patching of county roads in various locations.
- Measure M also funded disaster recovery in the amount of \$431,717 in response to the LNU Lightning Complex and Glass Fires.





# Local Bus Transit (LBT) Program

Measure M provides 10 percent of its revenues to its three local bus transit operators. The transit providers use Measure M to maintain and expand service. In FY 2020–21, the SCTA distributed \$2,771,401 in Measure M — LBT funds modeled on the population based Transit Development Act (TDA) formula, as reported in the Coordinated Claim.

**TABLE 3. LOCAL BUS TRANSIT (LBT) PROGRAM REPORTING, FISCAL YEAR 2020–21**

LBT Jurisdiction	FY 20–21 Allocations
County*	\$1,385,499
Healdsburg	\$69,194
Santa Rosa	\$972,150
Petaluma	\$344,557
<b>Totals</b>	<b>\$2,771,401</b>

\*Per Agreement, County has assumed operation of Healdsburg Transit.

**TABLE 3A. LOCAL BUS TRANSIT (LBT) PROGRAM TOTAL TO DATE**

All allocations as of June 30, 2021 Fiscal Year End 2020–21

LBT Jurisdiction	Total Allocations As of 6/30/2021
County*	\$17,176,807
Healdsburg	\$800,293
Santa Rosa	\$11,412,970
Petaluma	\$4,012,902
<b>Totals</b>	<b>\$33,402,972</b>

\*Per Agreement effective DATE 7/19/2011, County has assumed operation of Healdsburg Transit.

## SONOMA COUNTY TRANSIT

Sonoma County Transit received and expended \$1,454,693 in Measure M — LBT funds this year. Those funds include \$69,194 in Measure M allocation for Healdsburg Transit, for which Sonoma County Transit assumed operations. During FY 2020–21, a total of 368,870 passenger trips were taken on Sonoma County Transit and Paratransit. Note that fixed-route service was severely reduced in FY 2020–21 due to the COVID-19 pandemic and reduced transit demand.

## SANTA ROSA CITYBUS

Santa Rosa CityBus received \$972,150 in Measure M — LBT funds this year. CityBus spent the entire amount on transit maintenance and operations. Annual ridership in FY 2020–21 was impacted by the current COVID-19 pandemic that started in early 2020. CityBus' final fixed-route total ridership for FY 2020–21 was 766,920 compared to the pre-pandemic FY 2018–19 fixed-route amount of 1,808,239. Paratransit ridership for FY 2020–21 was 17,513 compared to the pre-pandemic FY 2018–19 amount of 34,855.

For FY 2020–21 Measure M funding was used to support the Santa Rosa CityBus fixed-route operations and maintenance of the fixed route fleet, with the portion of Measure M fixed route operating cost of approximately 8.15%. Measure M funding was also used to support CityBus Paratransit operations at a similar 8.13% portion of the overall cost of service.

To provide for the community, and especially those who are transit dependent, Santa Rosa CityBus was fare-free for the majority of FY

2020–21, from July 1–January 31. The funding provided by Measure M bolstered CityBus revenues to provide a proper level of service that continued to increase as the year went on and continues to play a vital role as a stable source of local funding for the continuation of CityBus service.

## PETALUMA TRANSIT

Petaluma Transit received and spent \$344,557 in Measure M — LBT funds. The transit agency spent their full allocation of Measure M — LBT funds to sustain both their fixed-route and paratransit operations. Measure M funds were used to support existing operations and accounted for approximately 10% of Petaluma Transit's total operating budget in FY 2020–21. Petaluma Transit provided 116,638 fixed-route and 9,395 ADA paratransit trips during this fiscal year. Due to external conditions associated with COVID-19, Petaluma saw a 56% decrease in fixed-route ridership and a 21% decrease in Paratransit ridership compared to FY 2018–19.

Much like last year, FY 2020–21 has had extraordinary fiscal impacts to transit operations due to the COVID-19 pandemic and State and County Shelter in Place orders. This annual report is meant to be a snapshot of the 2020–21 fiscal year. For more detailed information about ridership trends over time, please reference the Sonoma County Comprehensive Transportation Plan (available on the SCTA website [www.scta.ca.gov](http://www.scta.ca.gov)).



 **Petaluma** **Transit**

**32**



**NOTICE**  
THIS VEHICLE STOPS  
AT ALL  
RAILROAD CROSSINGS





# B

## PROJECT PROGRAMS

The remaining four Measure M programs are considered project programs in that the Measure M Expenditure Plan calls for one or more specific projects within each program.

- 1 Highway 101 Program
- 2 Local Street Projects (LSP) Program
- 3 Bicycle and Pedestrian Projects Program
- 4 Passenger Rail Program

# Highway 101 Program

Passed in 2004, Measure M designates 40 percent of its sales tax revenue to the Highway 101 program, which is nearing completion. SCTA has been managing the Measure M — Highway 101 program fund to develop and build High Occupancy Vehicle (HOV) lane projects along five distinct areas of Highway 101, as described in the Expenditure Plan. Net funding in the account began with a balance of \$12,088,058. Revenue to the program totaled \$23,059,969, consisting of \$11,467,078 in sales tax, \$85,831 in interest, \$6,221,250 inter-program loan repayments, and \$5,285,809 in reimbursements. Expenditures totaled \$31,020,658. Adjustments totaled \$4,064,458 leaving an ending balance of \$8,191,827 (see Table 1, and project information sheets for more details).

For purposes of discussion, the below abbreviations apply to the information sheets on the following pages:

- PAED: Project Approval/Environmental Document
- PSE: Project Specifications and Estimate
- ROW CAP: Right of Way Capital
- ROW SUP: Right of Way Support
- CON CAP: Construction Capital
- CON SUP: Construction Support
- PM: Project Management

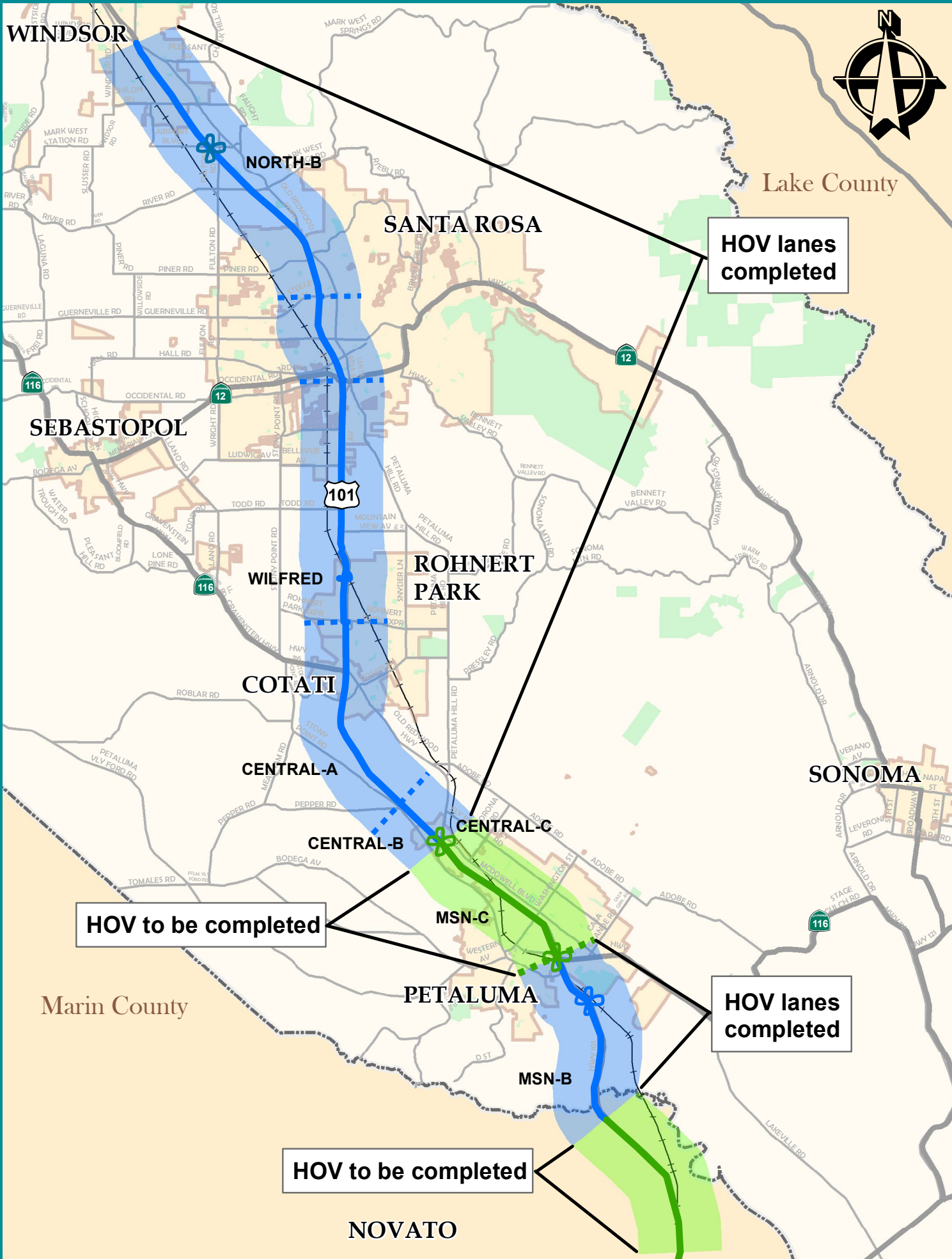
Highway 101 expenditures are tracked in accordance with the Measure M Expenditure Plan. The financing account includes the cost of financing, including interest and principal payments on the 2011 and 2015 revenue bonds. The following table summarizes FY 2020–21 expenditures against the Measure M — Highway 101 Program fund:

**TABLE 4. HIGHWAY 101 PROGRAM, FISCAL YEAR 2020–21 PROJECT EXPENDITURES**

Project Name	Expenditures
Wilfred	\$0
North	\$8,510
Central	\$79,179
MSN-County Line to Pet River	\$284,423
MSN-Pet River to Old Red	\$6,689,277
Financing	\$23,959,270
<b>TOTAL</b>	<b>\$31,020,658</b>

Note: 101 Financing Expenditures include 2015 Bond principal and interest payments for debt service, and Defeasance of 2011 Bond. The 2011 Bond Series principal payment of \$10,815,000 on June 1, 2021 resulted in over \$750,000 in interest savings. 2015 Bond Series are the only remaining bonds held by SCTA.

SCTA works with the Metropolitan Transportation Commission (MTC), Caltrans, and local partners to deliver the Highway 101 program. The following exhibits describe the status of the four Highway 101 projects:





## WILFRED

### Rohnert Park Expressway to Santa Rosa Avenue

#### PROJECT LOCATION:

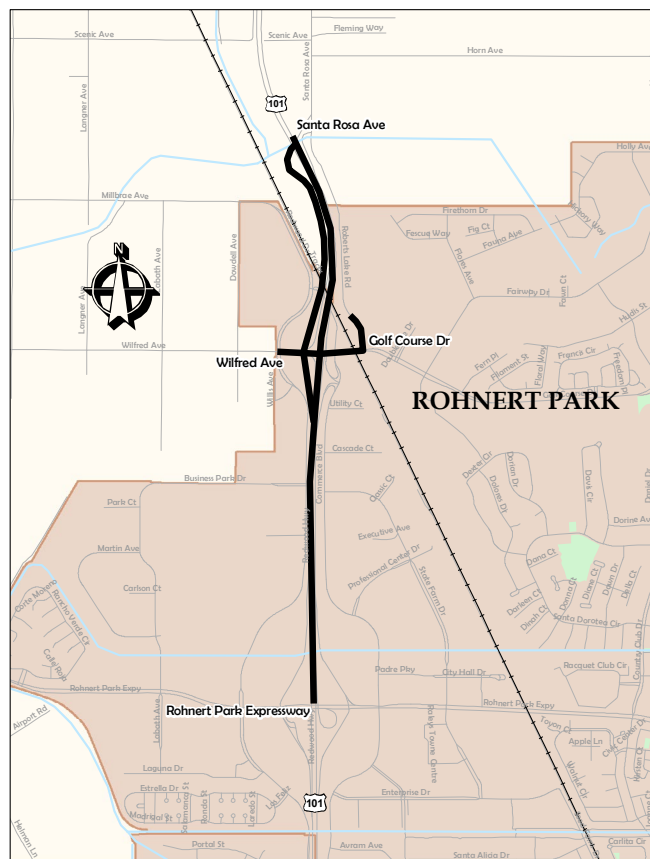
This project will construct approximately 1.6 miles of High Occupancy Vehicle (HOV) lanes from just north of the Rohnert Park Expressway Overcrossing to Santa Rosa Avenue Overcrossing in Rohnert Park.

#### PROJECT SCOPE:

- Reduce recurrent congestion on Highway 101
- Improve access and circulation between local streets and Highway 101
- Upgrade highway facility to current standards

#### ADDITIONAL PROJECT DETAILS:

- Add northbound and southbound High Occupancy Vehicle (HOV) lanes by widening the freeway from four to six lanes
- Widen shoulders
- Upgrade highway drainage facilities
- Add concrete median barrier
- Correct the vertical alignment of Highway 101
- Construct a new bridge undercrossing to link Wilfred Avenue to Golf Course Drive
- Replace the existing Wilfred/Commerce Boulevard Undercrossing
- Construct a two lane collector-distributor road between Wilfred Avenue and Santa Rosa Avenue on southbound Highway 101
- Build auxiliary lanes between Rohnert Park Expressway Overcrossing to Wilfred Avenue/Golf Course Drive Interchange
- Build auxiliary Lane northbound from Wilfred/Golf Course Drive to Santa Rosa Avenue Overcrossing
- Construct HOV bypass lanes, ramp metering, CHP enforcement areas, and re-alignment of on-ramps
- Re-alignment of Wilfred Avenue, Golf Course Drive, Commerce Boulevard, and Roberts Lake Road
- Construct sidewalks and bicycle lanes along Wilfred Avenue/Golf Course Drive



#### PROJECT STATUS/SCHEDULE:

**Phase L** — The SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.

#### FISCAL YEAR 2020-21 EXPENDITURES:

FY 2020-21, the SCTA expended a total of \$0 in Measure M – Highway 101 Projects Program funds on the Wilfred project. Highlighted areas indicate completed work.

#### CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

##### Wilfred Project (in Thousands)

PHASE	TOTAL	MEASURE M—101	OTHER*	NEED
A	\$73,012	\$13,119	\$59,893	\$0
L	\$2,750	\$0	\$0	\$2,750
<b>TOTALS</b>	<b>\$75,762</b>	<b>\$13,119</b>	<b>\$59,893</b>	<b>\$2,750</b>

\*Other includes State Bond & STIP

**Wilfred** — The SCTA secured \$73.3 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), and Measure M funding to fully fund the roadway portion of the Wilfred Project. Construction of the roadway phase of the Wilfred project started in spring 2009 and was completed on June 28, 2013. Construction and Right-of-Way phases continued through 2015 and are complete.

## NORTH

Steele Lane in Santa Rosa to Windsor River Road in Windsor

### PROJECT LOCATION:

This project has been split into three phases, Phase A — Highway 101 High Occupancy Vehicle (HOV) Lanes; Phase B — Airport Boulevard & Fulton Road Interchange Improvements and Sound walls in Windsor; and a follow-up landscaping project. In addition, the Steele Lane Interchange Project (Phase S) was included as an early phase of the North project. The Phase S project was completed in 2008.

### PROJECT SCOPE:

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards including widening shoulders and ramp improvements
- Rehabilitate existing highway

### ADDITIONAL PROJECT DETAILS:

#### Phase A — Highway 101 High Occupancy Vehicle (HOV) Lanes from Steele Lane in Santa Rosa to Windsor River Road in Windsor

- Construct northbound and southbound High Occupancy Vehicle (HOV) Lanes and provide standard 10 feet shoulders
- Upgrade on and off-ramps and provide HOV bypass lanes
- Rehabilitate existing highway
- Upgrade drainage
- Widen bridges at Mark West Creek, Pool Creek, and Pruitt Creek
- Construct southbound auxiliary lanes at the Hopper Avenue and Mendocino Avenue on-ramps
- Extend auxiliary lanes from north of Steele Lane to Bicentennial Way
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system

#### Phase B — Airport Boulevard & Fulton Road Interchange Improvements & Sound walls in Windsor

- Replace Airport Boulevard Overcrossing with a new 5 lane structure (4 travel lanes and one turn lane)
- Reduce Highway 101 congestion and traffic weaving by reconfiguring ramps at Airport Boulevard and closing the ramps at Fulton Road
- Construct sound walls in Windsor between Shiloh Road and Windsor River Road (Formerly Phase C)

#### Phase L1 — Landscaping for Airport Blvd. overcrossing and Highway 101 interchange

#### Phase L — Follow-up Landscaping

- Landscape Highway 101 Steele Lane to Windsor River Road

### PROJECT STATUS/SCHEDULE:

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in October 2007. The EA/EIR was revalidated in June 2010 for Phase B to include the replacement of the Airport Boulevard Overcrossing.

Environmental mitigation monitoring, maintenance and reporting will continue through 2021. Final right of way activities are anticipated to be complete in 2021.

**Phase A** — The SCTA secured \$111.8 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), Federal Earmark, and Measure M funding to fully fund Phase A of the North Project. The project completed construction in December 2010.

**Phase B** — The SCTA and Sonoma County Public Works secured \$53.9 Million in Measure M, County, Corridor Mobility Improvement Account (Prop 1B), and State and Local Partnership Program (Prop 1B) funding to fully fund the North-B project. Construction started in spring 2013 and was substantially complete by the end of 2014, although due to plant establishment the final construction contract acceptance was August 3, 2015.

**Phase L1** — Construction began in the spring of 2017 and was completed late in 2017. Three years of plant establishment was completed in late 2020.

**Phase L** — The SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.

### FISCAL YEAR 2020-21 EXPENDITURES:

In FY 2020-21, the SCTA expended a total of \$8,510 in Measure M — Highway 101 Projects Program funds on the North project as shown in the following table:

Phase	North B	Total
PM	\$8,510	\$8,510

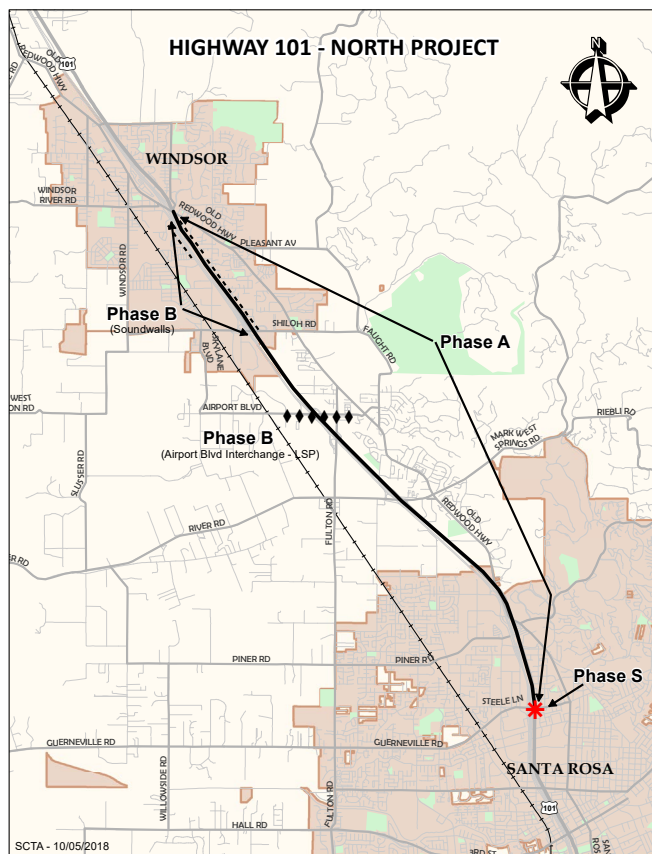
### FISCAL YEAR 2020-21 REIMBURSEMENTS:

In FY 2020-21, SCTA collected a total of \$0 in reimbursements for the North-B project from the County based on funding commitments included in cooperative agreements. Project closeout with the County is expected in 2022.

COMPLETED







## CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

### North Project (in Thousands)

PHASE	TOTAL	MEASURE M—101	OTHER*	NEED
A	\$111,476	\$15,177	\$96,299	\$0
B	\$53,954	\$11,626	\$42,328	\$0
S	\$23,929	\$4,938	\$18,991	\$0
L	\$2,275	\$50	\$0	\$2,225
<b>TOTALS</b>	<b>\$191,634</b>	<b>\$31,791</b>	<b>\$157,618</b>	<b>\$2,225</b>

\*Other includes Federal, State Bond (CMIA & SLPP), STIP (RTIP & SHOPP), \$7,434K County, and \$8,959K in Measure M — LSP (Airport IC).

North HOV lanes open; North B Interchange near completion; pre-landscaping, circa 2014.





## CENTRAL

Old Redwood Highway in Petaluma to Rohnert Park Expressway in Rohnert Park

### PROJECT LOCATION:

This project has been split into four phases, Phase A — from North of Pepper Road to Rohnert Park Expressway; Phase B — from Old Redwood Highway to North of Pepper Road; Phase C, the Old Redwood — Highway 101 Interchange; and a follow-up landscaping project.

### PROJECT SCOPE:

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound High Occupancy Vehicle (HOV) lane
- Upgrade existing freeway to current standards

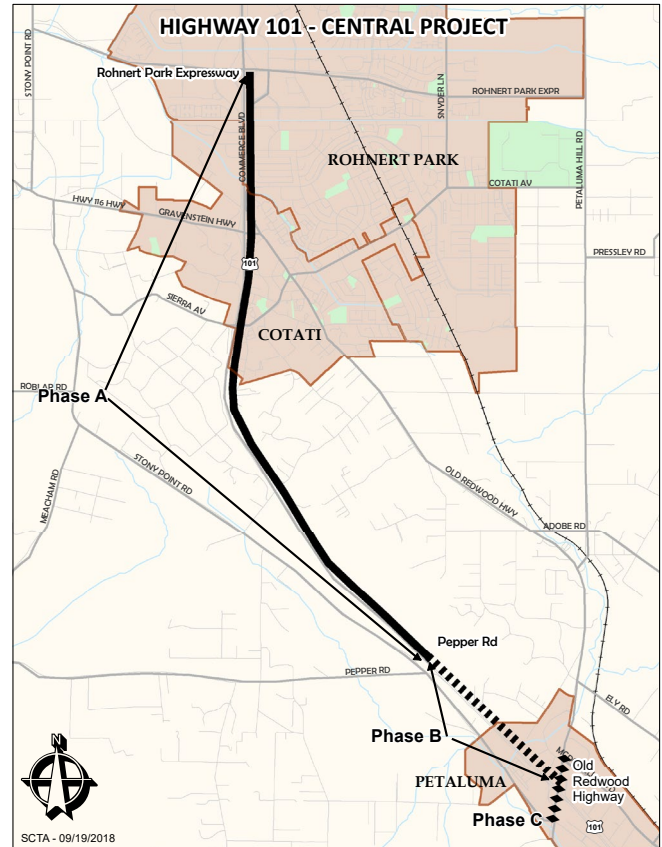
### ADDITIONAL PROJECT DETAILS:

#### Phase A — Highway 101 High Occupancy Vehicle (HOV) Lanes from North of Pepper Road to Rohnert Park Expressway

- Construct northbound and southbound HOV lanes from north of Pepper Road to Rohnert Park Expressway
- Construct auxiliary lanes between Route 116 (West) and Rohnert Park Expressway
- Replace the Highway 101 southbound bridges at Copeland Creek and Laguna de Santa Rosa
- Widen Highway 101 bridge at West Sierra Avenue
- Replace the existing Route 116 (West) Undercrossing and modify the interchange ramps for improved alignment, construct HOV bypass lanes, ramp metering and California Highway Patrol (CHP) enforcement areas
- Correct the profile of Highway 101 at the Route 116 (West) Interchange
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system
- Replace the Railroad Avenue Undercrossing
- Construct sound walls in Cotati

#### Phase B — Highway 101 High Occupancy Vehicle (HOV) Lanes from Old Redwood Highway in Petaluma to North of Pepper Road

- Construct northbound and southbound HOV lanes from north of Old Redwood Highway to north of Pepper Road
- Widen Highway 101 bridge at Willow Brook
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, and traffic monitoring stations
- Construct a sound wall in Petaluma



#### Phase C — Highway 101 and Old Redwood Highway Interchange in Petaluma

- Replace Old Redwood Highway Overcrossing with a 4-lane structure, including sidewalks and bike lanes
- Re-construct ramps to Highway 101 at Old Redwood Highway, including HOV bypass lanes, CHP enforcement areas, and ramp metering
- Construct southern portion of sound wall near southbound off-ramp

#### Phase L1 — Phase A Landscaping at Gravenstein Highway 116 Undercrossing

- Street Tree Planting performed by the City of Cotati

#### Phase L — Follow-up Landscaping

- Landscape Highway 101 from Old Redwood Highway Interchange to Rohnert Park Expressway



Central HOV lanes open at the new Old Redwood Highway Overcrossing in Petaluma.

### PROJECT STATUS/SCHEDULE:

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in August 2007. The EA/EIR was re-validated in May 2010 for Phase C to include the Old Redwood Highway Overcrossing.

**Phase A** — The SCTA secured \$84.9 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), and Measure M funding to fully fund Phase A of the Central Project. Construction started in late 2009 and was completed on December 26, 2012.

**Phase B** — The SCTA secured \$18.2 Million in Corridor Mobility Improvement Account (Prop. 1B), and Measure M funding to fully fund Phase B of the Central Project. Construction started in May 2010 and was completed on July 8, 2013.

**Phase C** — The SCTA and City of Petaluma secured \$38.2 Million in Measure M, City of Petaluma, and State and Local Partnership Program (Prop 1B) funding to fully fund Phase C of the Central Project. Construction started in spring 2013 and was completed by the end of 2015. On site plant establishment was completed in June 2016. Willow Brook Creek environmental mitigation is seeking resource agency signoff in 2021. Final right of way mapping and monummentation is scheduled for completion in 2021

**Phase L1** — City of Cotati received funding of \$50,000 to perform street tree planting that was completed in 2017 at the Gravenstein Highway 116 undercrossing.

**Phase L** — The SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.

### FISCAL YEAR 2020-21 EXPENDITURES:

In FY 2020-21, the SCTA expended a total of \$79,179 in Measure M — Highway 101 Program funds on the Central project, as shown in the following table:

Phase	Central C
CON SUP	\$79,179

### FISCAL YEAR 2020-21 REIMBURSEMENTS:

In FY 2020-21, the SCTA collected a total of \$0 in reimbursements for the Central projects from Caltrans and the City of Petaluma based on funding commitments included in cooperative agreements.

### CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

Central Project (in Thousands)				
PHASE	TOTAL	MEASURE M—101	OTHER*	NEED
A	\$84,936	\$17,775	\$67,161	\$0
B	\$18,165	\$1,853	\$16,312	\$0
C	\$38,143	\$9,242	\$28,901	\$0
L	\$4,675	\$50	\$0	\$4,625
<b>TOTALS</b>	<b>\$145,919</b>	<b>\$28,920</b>	<b>\$112,374</b>	<b>\$4,625</b>

\*Other includes State Bond (CMIA & SLPP), STIP (RTIP), \$400K City of Cotati, \$14,292K City of Petaluma and \$10M in Measure M — LSP (Old Red IC).

# MARIN-SONOMA NARROWS (MSN) From State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)

## PROJECT LOCATION:

The MSN project area is divided into three segments: Segment A, from Route 37 to Atherton Avenue in Novato (Marin County), Segment B, from Atherton Avenue in Novato to Petaluma River Bridge, and Segment C from the Petaluma River Bridge to Old Redwood Highway in Petaluma. To accelerate delivery of an initial fundable phase, this project has been divided into eleven (11) fully funded projects (A1, A2, A3, B1, B2, B2 Phase 2, B3, C1, C2, C3, and L1).

## PROJECT SCOPE:

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound High Occupancy Vehicle (HOV) lane
- Upgrade existing freeway (Segments A and C) and rural highway facility (Segment B) to current freeway standards

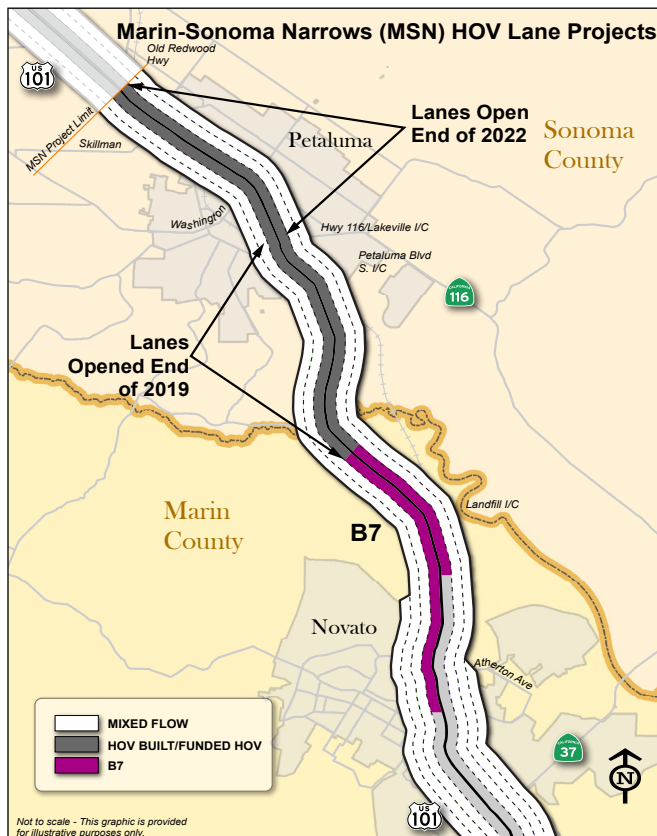
## ADDITIONAL PROJECT DETAILS:

### Contract A1 — Highway 101 High Occupancy Vehicle (HOV) Lanes from Route 37 in Novato to north of Atherton Avenue (Marin County)

- Add northbound HOV lane from Route 37 to north of Atherton Avenue
- Add southbound HOV lane from Rowland Boulevard Overcrossing to Route 37
- Widen shoulders
- Install HOV-bypass lanes and ramp metering to on and off ramps
- Construct sound walls and retaining walls
- Widen Novato Creek, Franklin Overhead and Olive Avenue Undercrossing bridges for northbound HOV lane

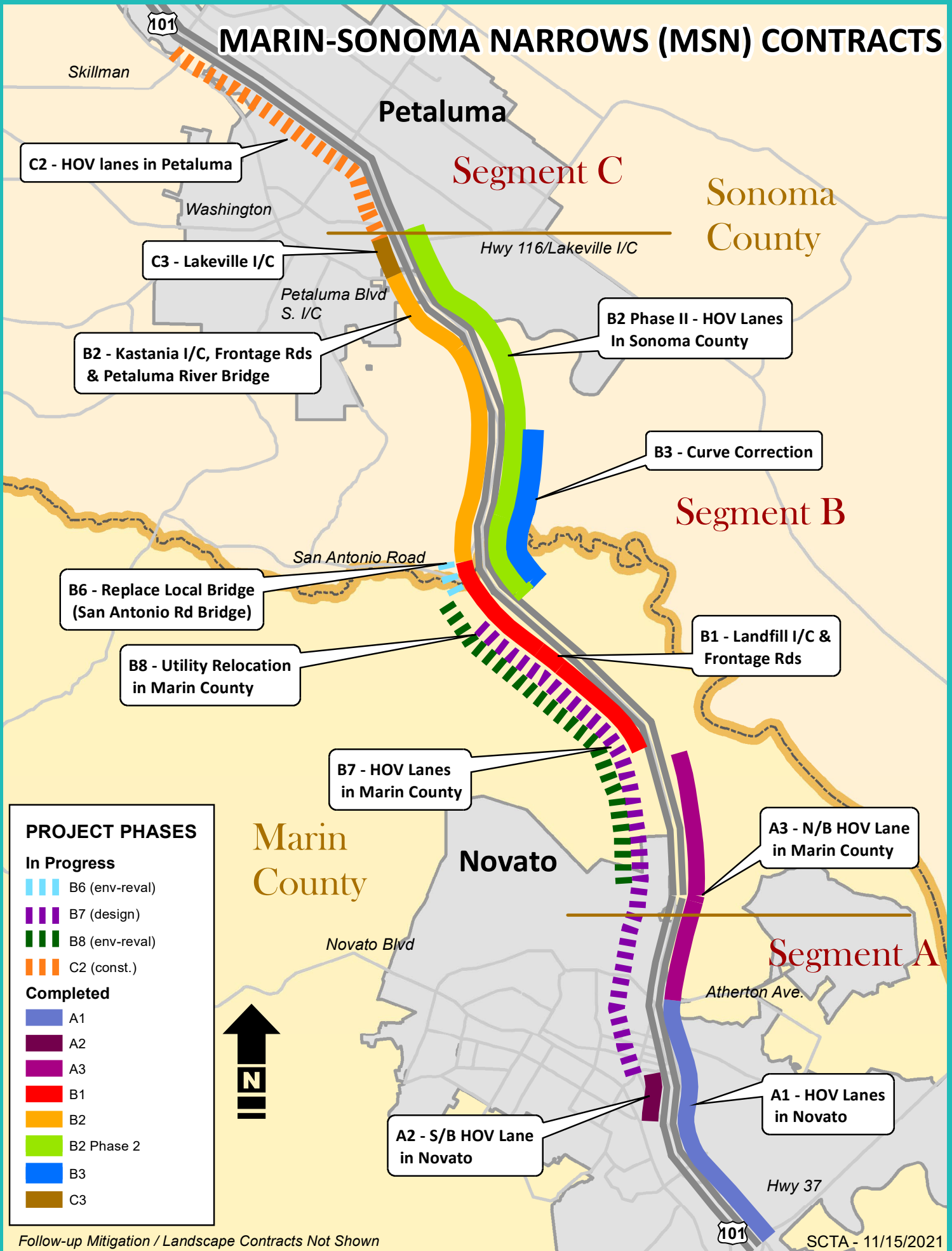
### Contract A2 — Highway 101 Southbound High Occupancy Vehicle (HOV) Lane from the Franklin Overhead to Rowland Boulevard (Marin County)

- Extend the southbound HOV lane from the Franklin Overhead to the Rowland Boulevard Overcrossing
- Widen Novato Creek bridge for southbound HOV lane





# MARIN-SONOMA NARROWS (MSN) CONTRACTS



**Contract A3 — Highway 101 High Occupancy Vehicle (HOV) Lanes from Atherton Avenue to 1.4 miles south of the San Antonio Road Interchange (Marin County)**

- Extend northbound HOV lane from Atherton Avenue to 1.4 miles south of the San Antonio Road Interchange
- Widen the North Novato Overhead bridge for a northbound HOV lane

**Contract B1 — San Antonio Road Interchange and Frontage Roads (Marin County)**

- Upgrade the existing Redwood Landfill Overcrossing to a full interchange with standard freeway on and off ramps
- Construct frontage roads to remove uncontrolled access to Highway 101
- Provide Class I and Class II bicycle facilities along new frontage roads

**Contract B2 — Petaluma River Bridge & Petaluma Boulevard South Interchange and Frontage Roads**

- Replace the existing two lane northbound and southbound Petaluma River Bridge with a 6-lane bridge with standard inside and outside shoulders
- Construct a new overcrossing and standard freeway interchange with on and off ramps at Petaluma Boulevard South
- Provide ramp metering equipment to southbound on-ramp at Petaluma Boulevard South
- Construct frontage roads to remove uncontrolled access to Highway 101
- Provide Class II bicycle facilities along new frontage roads

**Contract B3 — San Antonio Creek Curve Correction and Re-alignment (Marin & Sonoma Counties)**

- Re-align Highway 101 to correct horizontal alignment at San Antonio Creek
- Construct a new Highway 101 San Antonio Creek bridge
- Remove the existing southbound San Antonio Creek bridge
- Convert the existing northbound San Antonio Creek bridge to the frontage road system connecting to the Redwood Landfill Interchange
- Construct Class I and Class II bicycle facilities along frontage roads

**Contract B6 — Construct New Bridge Over San Antonio Creek (Marin & Sonoma Counties)**

- Construct new bridge to accommodate bike path over San Antonio Creek

**Contract B7 (formerly A4 and B1 Phase II) — Construct Northbound & Southbound HOV lanes from DeLong Ave to Old Redwood Landfill (Marin County)**

- Construct southbound HOV from north of San Marin Drive to De Long Ave in Novato
- Construct northbound and southbound HOV from north of San Marin Drive to north of Redwood Landfill

**Contract B8 (formerly B5 and B1 Phase II utilities) — Construct San Antonio Road and Bike Path and Relocate Utilities (Marin County)**

- Reconstruct bike path along San Antonio Road
- Relocate utilities required to complete HOV lane in Marin County

**Contract C1 — East Washington Street Interchange**

- Reconfigure the on-ramp from East Washington Street to southbound Highway 101, and construct a HOV bypass lane
- Construct a new on-ramp from westbound East Washington Street to northbound Highway 101, construct a HOV bypass lane and new bridge over Washington Creek
- Widen the terminus of the northbound off-ramp from Highway 101 to East Washington Street

**Contract C2 — Highway 101 High Occupancy Vehicle (HOV) Lanes from Route 116 (East) to Old Redwood Highway in Petaluma**

- Add northbound and southbound HOV lanes from Route 116 (East) to just north of the Corona Road Overcrossing
- Widen shoulders
- Construct HOV-bypass lanes and ramp metering at various ramp locations
- Construct sound walls and retaining walls
- Widen Washington Creek and Lynch Creek bridges for northbound and southbound HOV lanes
- Replace North Petaluma Overhead Bridge and correct vertical alignment
- Construct Rainer Undercrossing bridge
- Re-align southbound and northbound off-ramps at East Washington Street Interchange
- Re-align southbound off-ramp at Route 116 (East)/Lakeville Highway Interchange
- Construct northbound auxiliary lane between Route 116 (East)/Lakeville Highway and East Washington Street Interchanges

**Contract C3 — Petaluma River and Route 116 (East) Bridges**

- Widen the existing southbound Route 116 Separation Bridge for HOV lane
- Replace the existing northbound Route 116 Separation Bridge with a 3-lane bridge with standard inside and outside shoulders



**Contract B2 — Phase 2 Sonoma Median Widening**

- Construct a northbound and southbound HOV lane from just south of the Marin/Sonoma County line to just north of the Lakeville Highway Interchange

**Contract L1A — Initial Tree Replacement Planting**

- Plant trees along Highway 101 in Marin County and near the new Petaluma Boulevard South Interchange in Sonoma County

**FUTURE PHASES:**

- Additional tree replacement planting and landscaping not covered in Contract L1A

**Contract A1** — The construction contract was awarded on July 2, 2011 and was completed on December 17, 2012.

**Contract A2** — The construction contract was awarded on November 8, 2012 and was completed December 24, 2013.

**Contract A3** — The construction contract was awarded on November 1, 2012 and was completed in December of 2014.

**Contract B1** — The construction contract was awarded on September 14, 2012 and was completed in April of 2016.

**Contract B2** — The construction contract was awarded on November 1, 2012 and was completed in July 2017.

**Contract B3** — The construction contract was awarded on January 21, 2016 and was completed on April 30, 2020.

**Contract C1** — The construction contract was awarded on November 1, 2011 and was completed on June 19, 2014.

**Contract C3** — The construction contract was awarded on November 2, 2012 and was complete in 2016.

**PROJECT STATUS/SCHEDULE:**

Caltrans completed the environmental document in October 2009.

**Contract B2 — Phase 2 Sonoma Median Widening —**

Construction started in April 2018. HOV Lanes opened in late 2019 and construction contract acceptance was November 24, 2020.

**Phase 1 (Contracts A1, A2, A3, B1, B2, B3, C1, C3 and L1) —** Caltrans, SCTA and Transportation Authority of Marin (TAM) secured \$424 Million in Corridor Mobility Improvement Account (Prop 1B), State Transportation Improvement Program (STIP), Transportation Construction Relief Program (TCRP), Sonoma County Measure M, and Federal demonstration and earmark funding to fully fund the Phase 1 projects.



*Soundwall being constructed along Highway 101 in Petaluma.*

**Contract L1A** commenced construction after completion of the Phase 1 roadway work in 2016. Five years of plant establishment will go through 2022.

**Phase 2 (Contracts C2, B2 Phase 2, B6, B7 and B8))**

**Contract C2** — Construction started in October 2019. This contract is the final HOV project in Sonoma County providing continuous HOV lanes for 30 miles from south of the Marin/Sonoma County line to Windsor. Planned HOV lanes will open in Sonoma County by the end of 2022.

**Future Contracts** — Subsequent Phase 2 contracts to landscape the corridor will be developed as funding is secured.



### FISCAL YEAR 2020-21 EXPENDITURES:

In FY 2020-21, SCTA expended a total of \$6,973,700 in Measure M — Highway 101 Projects Program funds on the MSN Project as shown in the following table:

Phase	B2	B3	C1	C2	B2 Phase 2	Total
ROW SUP	\$136,773	\$0	\$0	\$76,675	\$0	\$213,448
ROW CAP	\$0	\$0	\$0	\$128,576	\$0	\$128,576
CON SUP	\$0	\$0	\$0	\$378,908	\$12,268	\$391,177
CON CAP	\$0	\$0	\$116	\$5,955,562	\$80,293	\$6,035,971
PM	\$0	\$20,511	\$0	\$149,440	\$34,577	\$204,528
<b>Total</b>	<b>\$136,773</b>	<b>\$20,511</b>	<b>\$116</b>	<b>\$6,689,161</b>	<b>\$127,139</b>	<b>\$6,973,700</b>

### FISCAL YEAR 2020-21 REIMBURSEMENTS:

In FY 2020-21, SCTA received a total of \$5,268,060 in reimbursements for the MSN Project based on funding commitments included in cooperative agreements with Caltrans and the City of Petaluma as shown in the following table:

Phase	MSN—C2	B2 Phase 2	Total
CON SUP	\$0	\$12,268	\$12,268
CON CAP	\$5,255,792	\$0	\$5,255,792
<b>Total</b>	<b>\$5,255,792</b>	<b>\$12,268</b>	<b>\$5,268,060</b>

### CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

Marin Sonoma Narrows (MSN) Project (in Thousands)				
PHASE	TOTAL	MEASURE M—101	OTHER*	NEED
A1	\$47,977	\$0	\$47,977	\$0
A2	\$3,946	\$0	\$3,946	\$0
A3	\$18,053	\$0	\$18,053	\$0
B1	\$86,575	\$0	\$86,575	\$0
B2	\$141,396	\$24,285	\$117,111	\$0
B3	\$86,442	\$291	\$86,151	\$0
B6	\$16,632	\$0	\$8,199	\$8,433
C1	\$18,160	\$2,343	\$15,817	\$0
C2	\$123,120	\$27,144	\$95,976	\$0
C3	\$31,751	\$1,022	\$30,729	\$0
B2-P2	\$41,543	\$15,681	\$25,862	\$0
B7	\$135,666	\$0	\$135,666	\$0
B8	\$7,851	\$0	\$7,851	\$0
L1-SON	\$995	\$0	\$995	\$0
L1/SW-MRN	\$4,264	\$0	\$4,264	\$0
L2-P2	\$9,949	\$0	\$0	\$9,949
<b>TOTALS</b>	<b>\$774,320</b>	<b>\$70,766</b>	<b>\$685,172</b>	<b>\$18,382</b>



Highway 101 bridge construction over SMART rail line, in Petaluma.



# Local Street Projects (LSP) Program

Measure M contributes 20 percent of its revenue to the Local Street Projects (LSP) Program. Net funding in the account began with a balance of \$33,549,721. Revenue to the program totaled \$-2,574,814, consisting of \$5,733,539 in sales tax and \$264,647 in interest and a inter program loan repayment of \$6,221,250. Expenditures totaled -\$6,044,599, while adjustments totaled -\$8,735,891, leaving an ending balance of \$28,283,615 (See Table 1).

Table 5A represents FY 2020-21 appropriations and expenditures for projects managed by the local jurisdictions whereas Table 5B represents the expenditures for projects managed directly by the SCTA:

**TABLE 5A. LSP PROGRAM APPROPRIATION/EXPENDITURE REPORTING, FISCAL YEAR 2020-21**

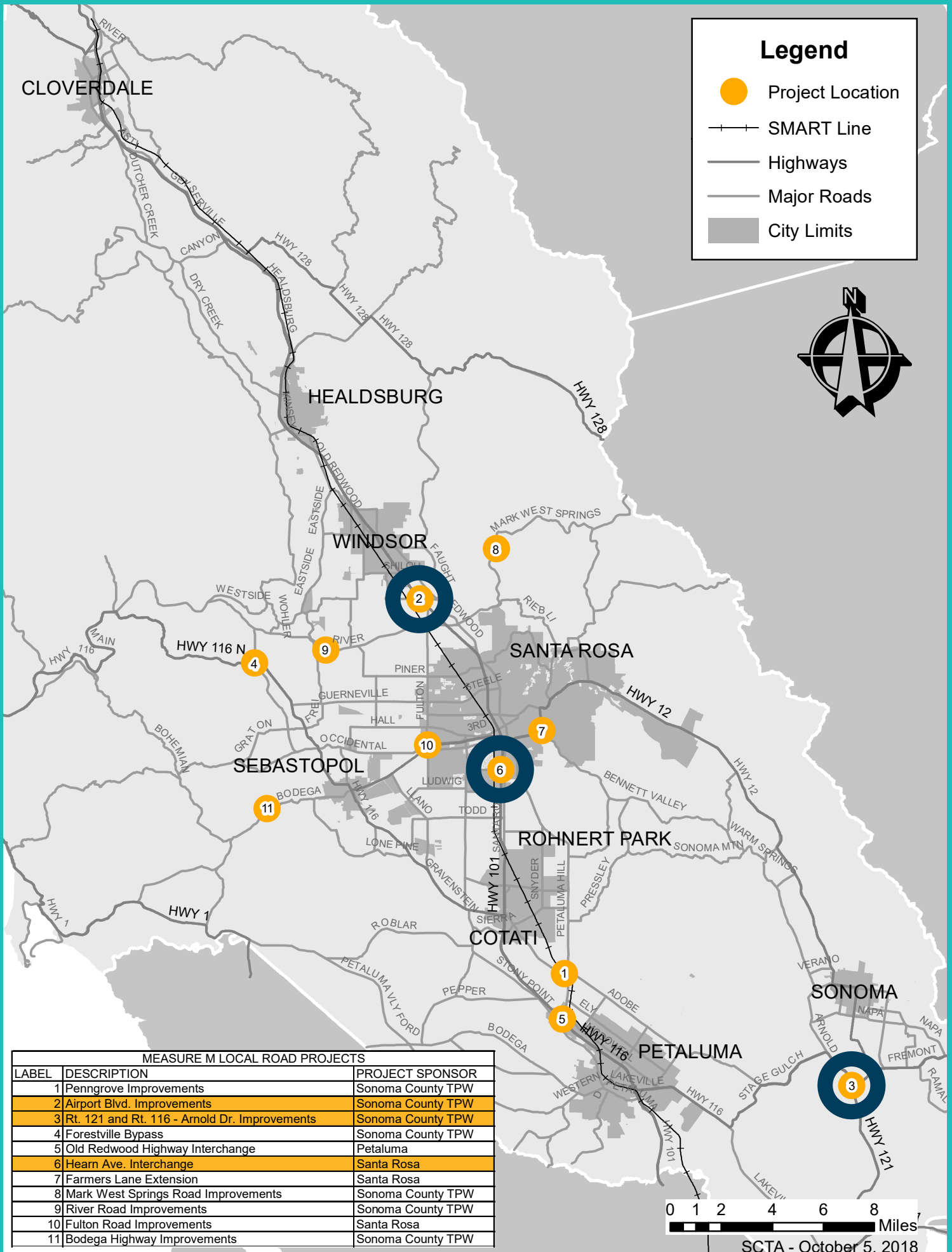
LSP Project Name	Beginning Appropriation Balance	FY 20-21 Appropriation	FY 20-21 Expenditures	Ending Appropriation Balance
Airport Blvd Phase 1B (Aviation to Regional)	\$0	\$2,047,000	\$1,414,965	\$632,035
Airport IC — Phase 4A (Landscape)*	\$327,253	\$0	\$27,346	\$299,907
Hearn Avenue Interchange*	\$1,228,525	\$0	\$329,355	\$899,170
<b>Totals</b>	<b>\$1,555,778</b>	<b>\$2,047,000</b>	<b>\$1,771,666</b>	<b>\$1,831,112</b>

\*Beginning balance for Hearn increased by \$15,093.74 over FY20 Annual report Ending balance to address accrual estimates vs actuals.

**TABLE 5B. LSP PROGRAM EXPENDITURES— PROJECTS MANAGED BY SCTA**

LSP Project Name	Expenditures
Airport Interchange — Phase 4	\$39,993
Route 116/121 Intersection	\$716,742
<b>Totals</b>	<b>\$756,735</b>

Note: LSP Expenditures include **\$13,133.32** in retention withheld from consultant on Route 116/121 intersection improvements.





## AIRPORT BOULEVARD IMPROVEMENTS AND AIRPORT BOULEVARD INTERCHANGE

### PROJECT SCOPE:

This project will signalize and widen Airport Boulevard from Sonoma County Airport over Highway 101 to Old Redwood Highway. The project will also extend Brickway Boulevard from Laughlin Road to River Road as a congestion relief measure for the Airport Boulevard Interchange.

### ADDITIONAL PROJECT DETAILS:

The Airport Boulevard project will be constructed in five separate phases over the course of several years. Some of the phases have yet to be programmed as they are planned for years beyond what is included in the current Strategic Plan.

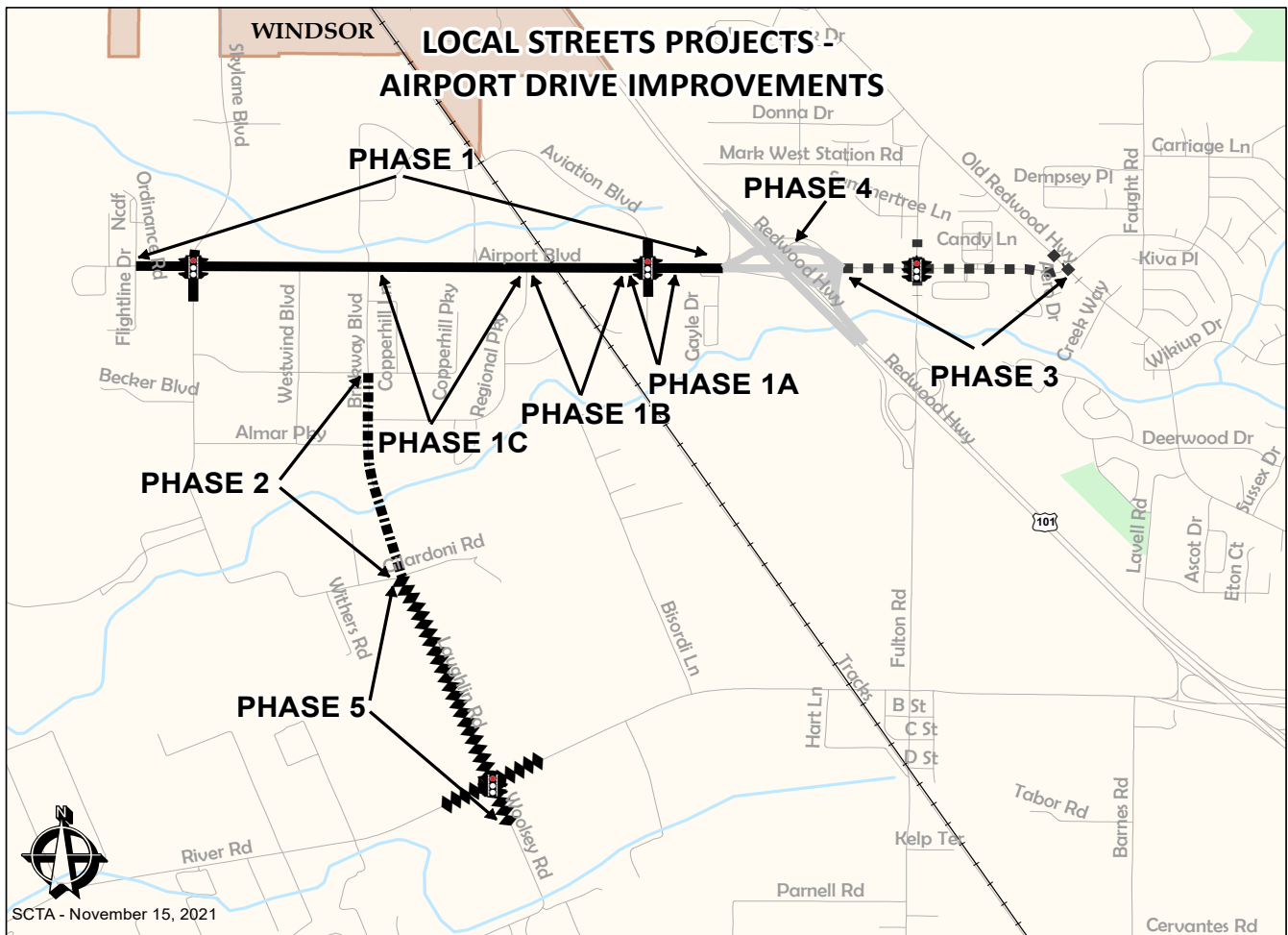
**Phase 1A** will widen Airport Boulevard to accommodate additional lanes between Highway 101 and Aviation Boulevard and

install traffic signals at the intersection of Aviation Boulevard and Airport Boulevard.

**Phase 1b** will widen Airport Boulevard to accommodate additional lanes between Aviation Boulevard and Regional Parkway and install traffic signals at the intersection of Aviation Boulevard and Airport Boulevard and install a new traffic signals including the interconnect into the railroad system.

**Phase 1c** will widen Airport Boulevard between Regional Parkway and Laughlin.

**Phase 1** will widen remaining segments on Airport Boulevard between Ordinance Road and Aviation Boulevard, likely future Phase 1D.



## AIRPORT BOULEVARD IMPROVEMENTS AND AIRPORT BOULEVARD INTERCHANGE

**Phase 2** includes the construction of a new road and bridge across Mark West Creek from Brickway Boulevard to Laughlin Road.

**Phase 3** will widen Airport Boulevard between Old Redwood Highway and Highway 101 including the addition of traffic signals at the intersection of Fulton Road and Highway 101.

**Phase 4** will construct a new Airport Boulevard Interchange project. This project was combined with the Highway 101 Project #2 – North Phase B project. The project will replace the existing Airport Boulevard Overcrossing with a new five-lane bridge including a sidewalk and bike lanes.

**Phase 4a** is landscaping for Airport Boulevard Overcrossing and Interchange at Highway 101.

**Phase 5** extends Laughlin Road from River Road to Phase 2 Project Bridge across Mark West Creek connecting to Brickway Boulevard.

### PROJECT STATUS/SCHEDULE:

**Phase 1A** Phase 1A work is complete.

**Phase 1B** Construction began in Fall 2020 and was substantially completed in Spring 2021.

**Phase 1C** Schedule is to be determined, dependent upon securing funding.

**Phase 1** Schedule is to be determined, dependent upon securing funding.

**Phase 2** Funding for preliminary engineering and environmental phases was identified in 2013 and design work was underway. Due to inadequate funding and federally ineligible expenditure, this project is on hold indefinitely.

**Phase 3** Construction was completed in April 2013.

**Phase 4** The project was environmentally cleared through a revalidation of the Environmental Assessment/Final Environmental Impact Report or the Highway 101 Project in October 2007. The project started construction in spring 2013 and was substantially complete by the end of 2014, although due to plant establishment the final construction contract acceptance was August 3, 2015. See the Highway 101 Project #2 – North Phase B information sheet for more information on the interchange project.

**Phase 4A** Construction began in the spring of 2017 and was completed by the end of 2017. Plant Establishment was completed in late 2020.

**Phase 5** Scoping is complete and the Environmental and Design work commenced in 2013. Due to inadequate funding and federally ineligible expenditures this project is on hold indefinitely.

### FISCAL YEAR 2020-21 EXPENDITURES:

In FY 2020-21 SCTA disbursed \$ 1,414,965 to Sonoma County Transportation and Public Works (TPW) for Airport Blvd Phase 1B and 27,346 for Phase 4A. TPW has remaining appropriation balances of \$632,035 for Airport Phase 1b and \$299,908 for Airport Blvd Phase 4A. The SCTA expended \$39,993 in Measure M – LSP funds for construction support on the Airport Phase 4 – North-B project by cooperative agreement with the County. See the Highway 101 Project #2 – North-B for additional financial information.

### CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

Airport Boulevard Project (in Thousands)				
PHASE	TOTAL	MEASURE M – LSP	OTHER*	NEED
1	\$8,584	\$84	\$4,000	\$4,500
1A	\$996	\$496	\$500	\$0
1B	\$4,094	\$2,047	\$2,047	\$0
1C	\$15,000	\$1,500	\$2,500	\$11,000
2	\$15,545	\$0	\$0	\$15,545
3	\$2,115	\$650	\$1,465	\$0
4	\$53,992	\$8,959	\$45,033	\$0
4A	\$1,314	\$1,264	\$50	\$0
5	\$15,645	\$0	\$0	\$15,645
<b>TOTALS</b>	<b>\$117,285</b>	<b>\$15,000</b>	<b>\$55,595</b>	<b>\$46,690</b>

\*OTHER includes State Bond (CMIA & SLPP accounts), Measure M – 101, and County fund sources.

Total Measure M Expenditure Plan funding is \$15,000,000.

## HIGHWAY 121/116 INTERSECTION IMPROVEMENTS & ARNOLD DRIVE IMPROVEMENTS

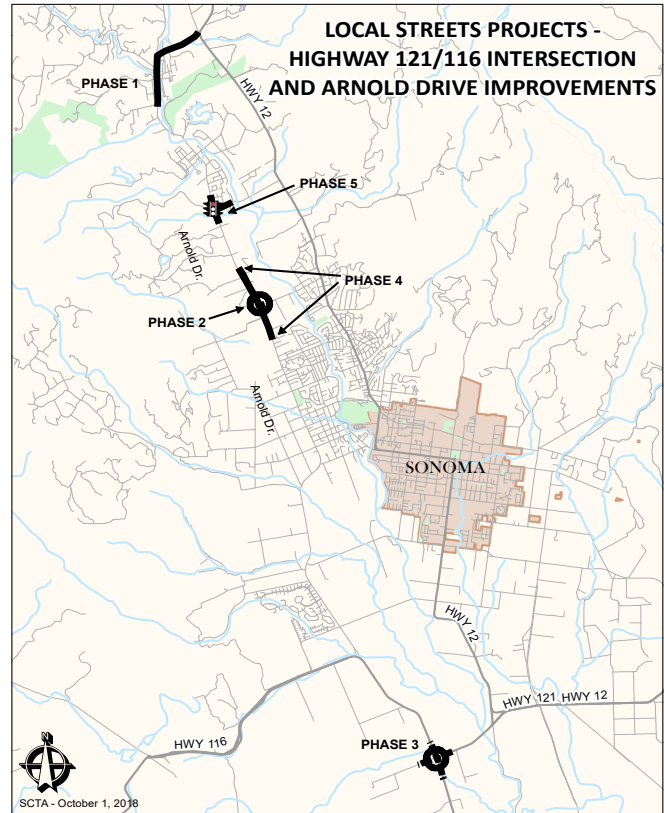
### PROJECT SCOPE:

This project would remove a right turn lane and install a traffic signal or roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, replace the Yellow Creek Bridge (if a traffic signal is installed), and widen the roadway to allow for turn lanes into and out of existing commercial businesses. The capacity of the park and ride lot could be increased.

The Arnold Drive improvements would include adding a traffic signal at Madrone Road, roundabout at Agua Caliente Road, and shoulder widenings and center turn lanes at various locations. This project is both a congestion relief and safety project.

### ADDITIONAL PROJECT DETAILS:

There are two distinct elements to this project, the improvements at various locations along Arnold Drive (Phases 1, 2, 4, and 5), which will be constructed in phases, and the improvements at the intersection of 121/116 (Phase 3) which requires coordination with and an Environmental Document/Project Approval (PAED) from Caltrans. Phase 1 widened Arnold Drive in the vicinity of Glen Ellen Market. This widening included bike shoulders and striping. Phase 2 included replacing the existing stopped controlled intersection at Agua Caliente Road with a new roundabout, sidewalks, bike lanes, drainage facilities, lighting, signage and landscaping. Phase 4 will widen shoulders on Arnold Drive between Country Club Drive and Loma Vista Drive. Phase 5 will replace the existing stopped intersection at Arnold Drive and Madrone Avenue with a signalized intersection or roundabout.



*Intersection Improvements at Highways 116 and 121, proposed project design.*





## HIGHWAY 121/116 INTERSECTION IMPROVEMENTS & ARNOLD DRIVE IMPROVEMENTS

By cooperative agreement, responsibility for implementing Phase 3 has been delegated to the SCTA from the Sonoma County Transportation and Public Works Department. The SCTA contracted with Caltrans to complete a Project Study Report/Project Development Support (PSR/PDS) document, which was completed in FY 2012-13. The SCTA initiated the environmental phase via contract with a consultant in FY 2013-14, and initiated the design phase with the same consultant in FY 2017-18. The environmental document was completed and the Design and Right of Way phases initiated in 2018. The SCTA entered into a contract with Caltrans to complete the Right of Way phase of the project.

### PROJECT STATUS/SCHEDULE:

**Phase 1** — construction was completed in 2012.

**Phase 2** — construction was completed in 2013.

**Phase 3** — The Project Study Report was completed September 2013. Environmental Document was completed in April 2018. Work on Design and right of Way began in FY 2017-18 and is on-going. The project was selected by Caltrans and the California Transportation Commission for inclusion in the 2020 State Highway Operation and Protection Program for construction funding in FY 2022-23. The project is fully funded through construction.

### FISCAL YEAR 2020-21 APPROPRIATIONS AND DISBURSEMENTS:

**Phase 3** — Highway 121/116

In FY 2020-21, the SCTA expended a total of \$716,742 in Measure M — LSP funds on the consultant contract for design work; and for Caltrans contract work on Right of Way activities.

### CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING (THOUSANDS)

PHASE	TOTAL	MEASURE M — LSP	OTHER*	NEED
1	\$660	\$330	\$330	\$0
2	\$2,300	\$650	\$1,650	\$0
3	\$24,019	\$5,000	\$19,019	\$0
4	TBD	\$0	TBD	TBD
5	TBD	\$0	TBD	TBD
<b>TOTALS</b>	<b>TBD</b>	<b>\$5,980</b>	<b>TBD</b>	<b>TBD</b>

\*OTHER includes State Bond and County fund sources for phases 1 and 2. OTHER includes \$18,869,000 in State Highway Operation and Protection Program and \$150,000 in County funds for phase 3.

Total Measure M Expenditure Plan funding is \$7,000,000.

## HEARN AVENUE INTERCHANGE MODIFICATIONS

### PROJECT SCOPE:

This project would widen the Hearn Avenue Bridge and add turn lanes, widen the Santa Rosa Avenue approaches to the Hearn Interchange, and realign the ramps on the west side of the interchange.

### ADDITIONAL PROJECT DETAILS:

The purpose of this project is to relieve traffic congestion and improve regional traffic operations, including providing multimodal access and connectivity adjacent to the Highway 101 and Hearn Avenue intersection. There are three phases, which will be constructed separately. Phase I adds turn lanes, bike lanes, sidewalks and widens the Santa Rosa Avenue approach to the Hearn Avenue Interchange. Phase I also includes traffic signal coordination, ADA accessible curb ramps, and audible pedestrian signals. Phase II widens Hearn Avenue from the Highway 101 Overcrossing to Dutton Avenue and adds bike lanes and shoulders. Phase III completes the project by replacing the existing Hearn Avenue Overcrossing with a wider bridge and reconfiguring the ramps. Bicycle and pedestrian needs are addressed by adding bike lanes and sidewalks on the new Overcrossing. Phase III requires Caltrans coordination, including a Project Study Report (PSR).

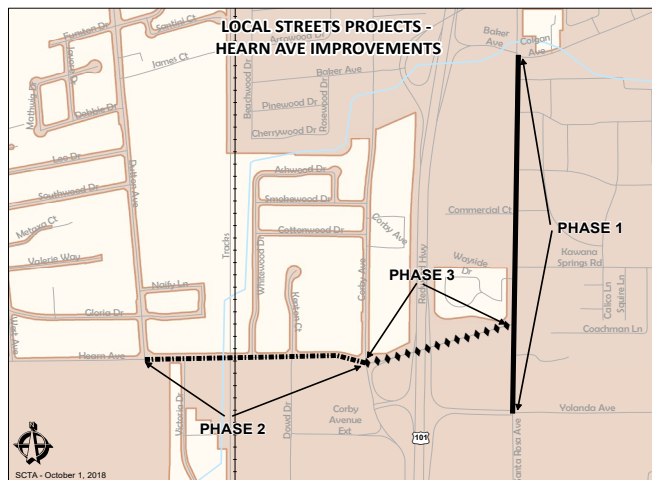
### PROJECT STATUS/SCHEDULE:

**Phase I:** The widening of Santa Rosa Avenue between Yolanda Avenue and Kawana Springs Road was completed in FY 2014-15.

**Phase II:** The widening of Hearn Avenue from the Highway 101 Overcrossing to Dutton Avenue was completed in FY 2010-11.

**Phase III:** Caltrans approval of the PSR was completed in FY 2012-13. In FY 2013-14 the City selected a consultant to complete the Project Approval and Environmental Document (PAED) under oversight from Caltrans. Work on the PAED phase was completed in FY 2016-17.

Design work was substantially completed in FY 2019-20. Construction funding was requested through SB 1-LPP funds in FY 2019-20, but the project was not selected for the funding opportunity. To make the project more attractive for other funding opportunities, the project design has been revised to add a multi-use path as part of the interchange and along Hearn Avenue. Caltrans has agreed on a preliminary layout that defines geometrics over the interchange and at the project intersections. The project team plans to have revised 100% plans for Caltrans consideration, showing the multiuse path, by October 2021.



The project team was also unsuccessful in seeking a RAISE grant from the US Department of Transportation. If selected for future grant funding, the project will use Measure M funds to match the grant and the project will be fully funded for construction.

### FISCAL YEAR 2020-21 APPROPRIATIONS AND DISBURSEMENTS:

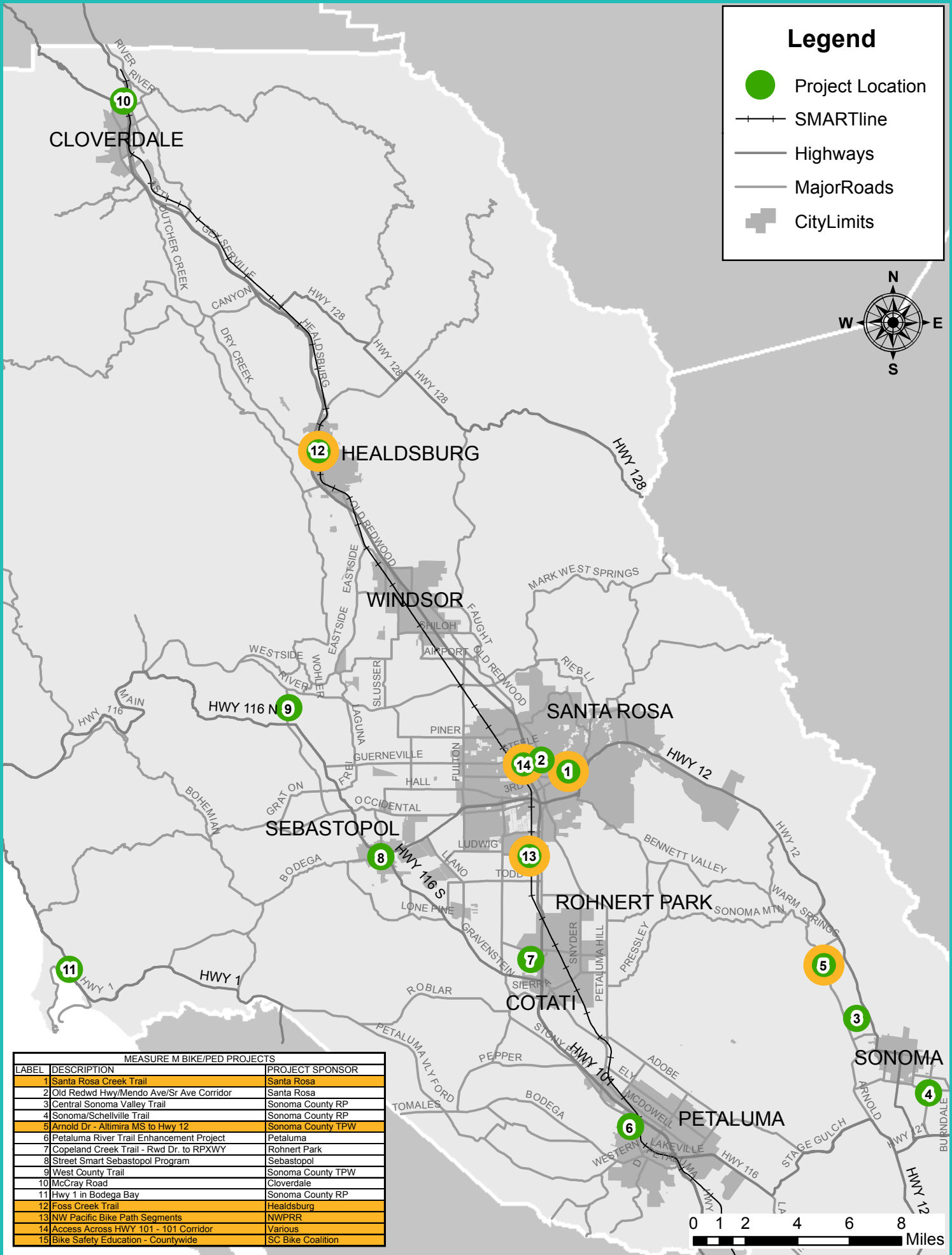
Santa Rosa had a carry forward balance of \$1,228,525 from FY 2020-21 for design and right of way work. Santa Rosa expenditures including accruals in the amount of \$83,962 for Design and \$245,393 for Right of Way on the project totaling \$329,355. The City carried forward a balance of \$595,599 for Design and \$303,571 in Right of Way for a project total of \$899,170 for future years' expenditures.

### CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING (IN THOUSANDS)

PHASE	TOTAL	MEASURE M — LSP	OTHER*	NEED
1	\$8,042	\$1,300	\$6,742	\$0
2	\$1,825	\$500	\$1,325	\$0
3	\$36,392	\$7,200	\$2,042	\$27,150
<b>TOTALS</b>	<b>\$46,259</b>	<b>\$9,000</b>	<b>\$10,109</b>	<b>\$27,150</b>

\*Other includes: development fees, Prop 1B, Redevelopment Act (RDA) funds, gas taxes

Total Measure M Expenditure Plan funding is \$9,000,000.



MEASURE M BIKE/PED PROJECTS		
LABEL	DESCRIPTION	PROJECT SPONSOR
1	Santa Rosa Creek Trail	Santa Rosa
2	Old Redwd Hwy/Mendo Ave/Sr Ave Corridor	Santa Rosa
3	Central Sonoma Valley Trail	Sonoma County RP
4	Sonoma/Schellville Trail	Sonoma County RP
5	Arnold Dr - Altimira MS to Hwy 12	Sonoma County TPW
6	Petaluma River Trail Enhancement Project	Petaluma
7	Copeland Creek Trail - Rwd Dr. to RPXWY	Rohnert Park
8	Street Smart Sebastopol Program	Sebastopol
9	West County Trail	Sonoma County TPW
10	McCray Road	Cloverdale
11	Hwy 1 in Bodega Bay	Sonoma County RP
12	Foss Creek Trail	Healdsburg
13	NW Pacific Bike Path Segments	NWPRR
14	Access Across HWY 101 - 101 Corridor	Various
15	Bike Safety Education - Countywide	SC Bike Coalition





4%

# Bicycle and Pedestrian Projects Program

The following exhibits describe the status of the three LSP projects that were advanced in FY 2020–21.

Measure M contributes 4 percent of its revenue to the Bicycle and Pedestrian Projects program. Net funding in the account began with a balance of \$2,729,167. Revenue to the program totaled \$1,430,997 consisting of \$1,146,708 in sales tax, \$25,027 in interest, and \$259,262 in reimbursements. Expenditures totaled \$1,390,353, while adjustments totaled \$693,337, leaving an ending balance of \$3,409,149 (See Table 1).

The following table summarizes FY 2020–21 Bike/Ped Project program appropriations and expenditures:

**TABLE 6. BIKE/PED PROJECTS PROGRAM REPORTING, FISCAL YEAR 2020–21**

Project Name	Beginning Appropriation Balance	FY 20–21 Appropriation	FY 20–21 Expenditures	Ending Appropriation Balance
Santa Rosa Creek Trail	\$31,635	\$0	\$9,248	\$22,387
Arnold Drive Bike Lanes*	\$80,402	\$0	\$17,861.44	\$62,540
Foss Creek Trail	\$1,840,000	\$0	\$748,276	\$1,091,724
NWPRR Trail	\$118,236	\$0	\$109,468	\$8,768
Access Across 101 — RP	\$245,790	\$0	\$211,189	\$34,601
Safety and Education*	\$7,991	\$0	\$7,991	\$0
<b>Totals</b>	<b>\$2,324,054</b>	<b>\$0</b>	<b>\$1,104,033</b>	<b>\$1,220,021</b>

\* Beginning Balance adjusted from \$32,871.16 to \$80,402 due to a FY 2019–20 over-accrual.



**TABLE 6B. BIKE/PED PROGRAM EXPENDITURES  
— PROJECTS MANAGED BY SCTA**

Bike/Ped Project Name	Expenditures
SRTS Federal Project	\$277,552
<b>Totals</b>	<b>\$277,552</b>

The following exhibits describe the status of the nine Bike/Ped projects receiving either an appropriation or a disbursement during FY 2020–21.

## SANTA ROSA CREEK TRAIL

### PROJECT SCOPE:

Close gaps along the Santa Rosa Creek Trail in Santa Rosa. This will create an east-west connection through central Santa Rosa.

### ADDITIONAL PROJECT DETAILS:

This project creates a new trail and connects to the existing Class 1 multi-use path along Santa Rosa Creek. While some locations have already been constructed, the first two sections to be funded with Measure M money are located from Streamside Drive to Mission Circle (Phase 1) and from Dutton Avenue to Santa Rosa Creek (Phase 2). The third section, Dutton Avenue Access West Side (Phase 3), will provide an ADA accessible ramp from Dutton Avenue on the west side to the multiuse path along Santa Rosa Creek.

### PROJECT STATUS / SCHEDULE:

**Phase 1:** Construction was completed for the Streamside to Mission Avenue path in 2014.

**Phase 2:** Construction was completed for Dutton Avenue access path in 2012.

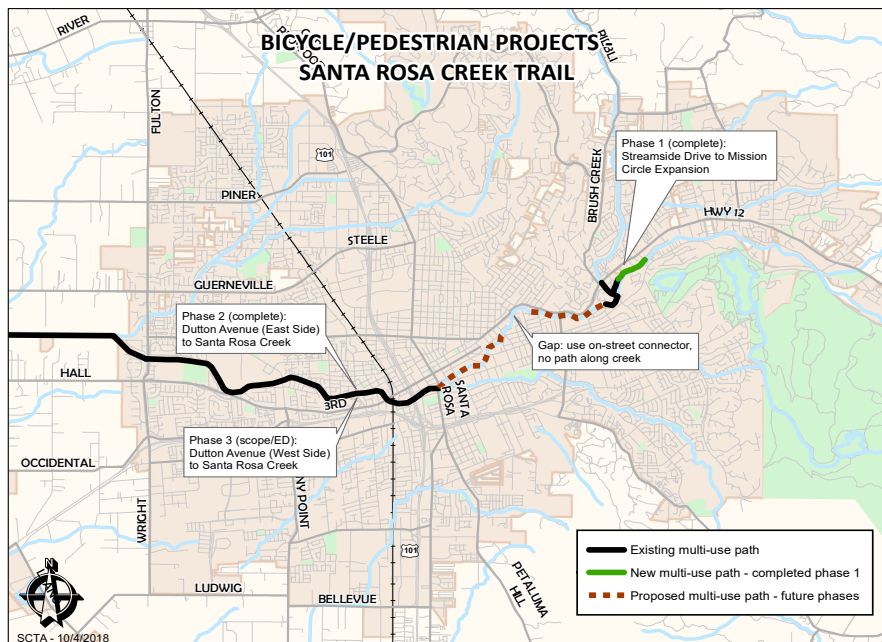
**Phase 3:** Measure M will provide for all developmental phases of this phase of the project to construct an ADA ramp that complements the improvements of Phase 2. Funding for design has not been appropriated.

### FISCAL YEAR 2020-21 APPROPRIATIONS AND DISBURSEMENTS:

**Phase 3:** The City of Santa Rosa carried forward a balance of \$31,635 for environmental studies from the previous fiscal year. The City had expenditures and accruals in the amount of \$9,248 for work done to complete a topographic survey to evaluate design options for the proposed project and prepare a request for proposals for environmental, right of way and design services that was released in June 2021. The City carries forward a balance of \$22,387 for future years' expenditures.

PHASE	TOTAL	Measure M—BP	OTHER	NEED
1	\$797	\$379	\$417	\$0
2	\$518	\$387	\$131	\$0
3	TBD	\$633	\$TBD	TBD
<b>TOTALS</b>	<b>TBD</b>	<b>\$1,399</b>	<b>\$548</b>	<b>TBD</b>

Total Measure M Expenditure Plan funding is \$1,450,000





## FOSS CREEK TRAIL

### PROJECT SCOPE:

Create a continuous paved pedestrian and bicycle facility (Class I and II) between the City's northern and southern city limits. The path is along Foss Creek and the Northwestern Pacific rail line in places.

### ADDITIONAL PROJECT DETAILS:

The ultimate Foss Creek Trail will traverse the full length of the City of Healdsburg from its southern boundary to the northern City limits. The pathway will primarily lie within existing railroad right of way along the Foss Creek corridor and connect to several access points along the way.

The proposed improvements include a ten foot wide paved pathway with one and a half foot (1-1/2') rock shoulders. In some locations the pathway may need to narrow to eight feet or less due to the close proximity of adjacent buildings. A six-foot high fence will separate the pathway from the railroad. On occasion the path veers away from the railroad to accommodate Foss Creek or to connect to neighboring pathways. In such instances where the path veers outside of the rail right of way, there will be no fencing. Other amenities include pathway lighting, bollards and signage at street crossings.

### PROJECT STATUS / SCHEDULE

The City of Healdsburg is delivering the Foss Creek Trail in phases, as shown below:

#### Phase 7 — Norton Slough to Dry Creek Road

#### Phase 8 — Dry Creek Road to Grove Street

The Project extends the Foss Creek Pathway along the North Coast Railroad Authority Railroad right-of-way from the flood control detention basin by the Carson Warner Memorial Skate Park north to the intersection of Grove Street and Healdsburg Avenue. Once this project is complete, there will be a dedicated pedestrian and cyclist connection from the northern

area of the City near the Community Center to the southern end of Healdsburg, beyond Downtown.

This is the final Measure M funded portion of the Foss Creek Pathway and leaves a small remaining portion to complete for a continuous paved pedestrian and bicycle facility between the City's northern and southern city limits.

#### Phase 1 — Mill Street to North Street

Construction was completed in April 2006.

#### Phase 2 — North Street to Norton Slough

Phase 2 connects the trail to the existing public street and sidewalk at Norton Slough.

Construction was completed in March 2007.

#### Phase 3 — Front Street to Rail Depot

Construction was completed in March 2012.

#### Phase 6 — West Grant Street to Dry Creek Road

Construction was completed in November 2014.

The City began construction of the Foss Creek Pathway Segments 7 and 8 Project on April 5, 2021. Work completed this fiscal year has included mobilization, rough grading, installation of traffic signal conduits, traffic signal poles and pole foundations, storm drain installation, and drilling and pouring of the pedestrian bridge piers.

### FISCAL YEAR 2020-21 APPROPRIATIONS AND DISBURSEMENTS:

The City requested appropriation for \$1,840,000 and received reimbursement of \$748,276 in FY 2020-21. The City carried forward a balance of \$1,091,724 for future years' expenditures.

### CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING (IN THOUSANDS)

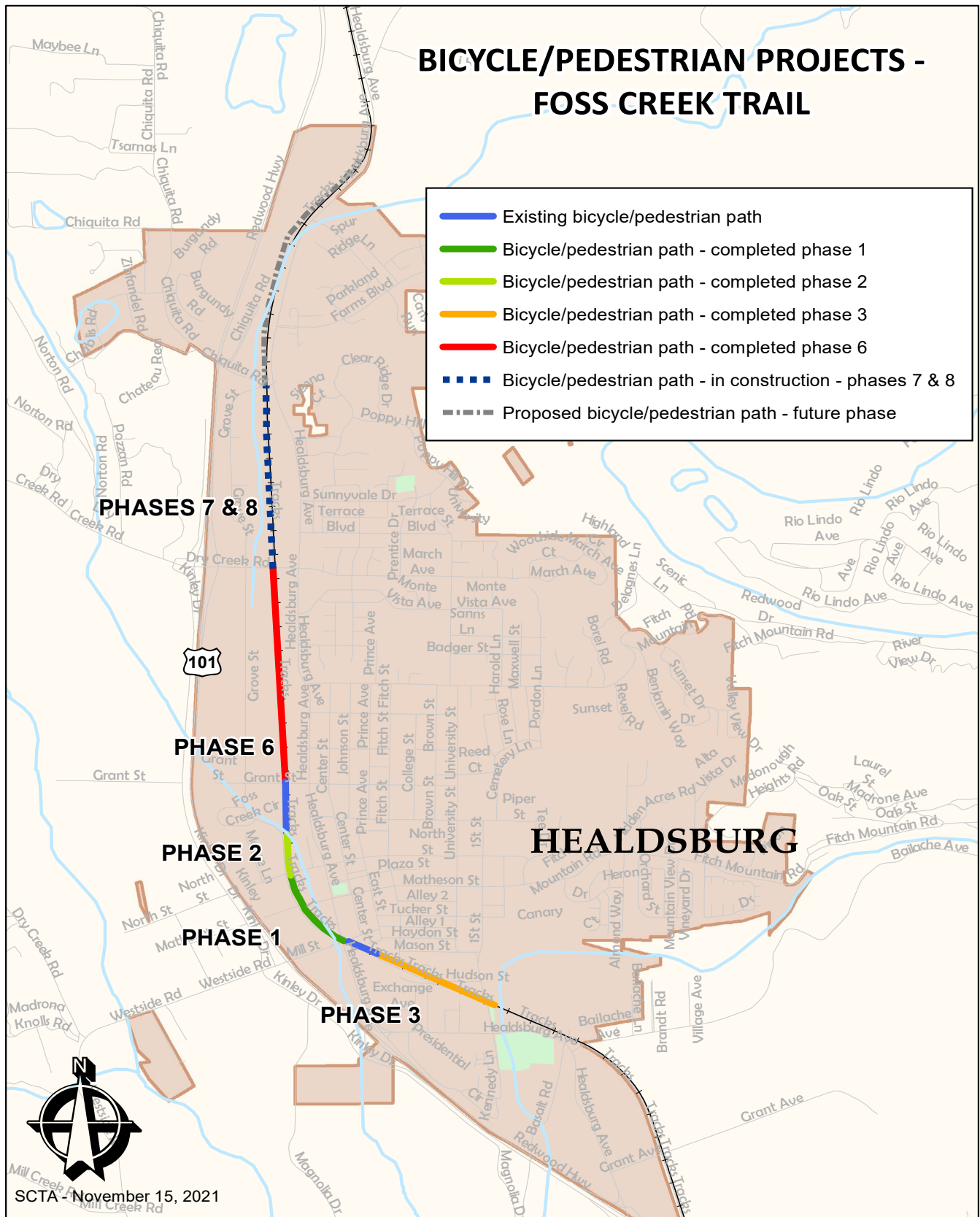
PHASE	TOTAL	Measure M—BP	OTHER*	NEED
1	\$402	\$380	\$22	\$0
2	\$235	\$215	\$20	\$0
3	\$779	\$541	\$238	\$0
6	\$2,380	\$274	\$2,106	\$0
7/8	\$2,504	\$1,840	\$664	\$0
<b>TOTALS</b>	<b>\$6,300</b>	<b>\$3,250</b>	<b>\$3,050</b>	<b>\$0</b>

\*OTHER includes federal earmark, CMA grant funds, Developer Fees and VPMP grant.



Construction of Foss Creek Trail Pathway in Healdsburg at Grove Street, looking south.







## NORTHWESTERN PACIFIC RAILROAD BIKE TRAIL

### PROJECT SCOPE:

Work with SMART (Sonoma Marin Area Rail Transit) to build a north-south bike path parallel to the Northwestern Pacific Railroad track throughout Sonoma County.

### ADDITIONAL PROJECT DETAILS:

SMART completed National Environmental Policy Act (NEPA) compliance documentation in FY 2017-18 for the entire Sonoma County portion of the project that Caltrans would allow under federal rules, from the Sonoma County line to the Northern Santa Rosa station. SMART will complete 100% design for the remainder of the Initial Operating Segment (IOS) within Sonoma County (Petaluma River to Railroad Square in Santa Rosa). SMART's actions on environmental clearance and design will prepare the remainder of the IOS bike path for construction by various other agencies.

The bike path from Novato to the south side of the Petaluma River is included in Phase 1 of the Highway 101 Marin Sonoma Narrows (MSN) project.

### PROJECT STATUS/SCHEDULE

SMART anticipated using the entire \$1 million for NEPA compliance and design of the IOS. SMART applied for advance funding to initiate environmental and design activities before FY 2014-15 when the funds were programmed. The subsequent contract awarded a design/build contract which only expends funds as the portions are completed.

State environmental compliance was completed prior to federal compliance with the National Environmental Policy Act (NEPA). SMART used Measure M to complete NEPA compliance documentation.

### FISCAL YEAR 2020-21 APPROPRIATIONS AND DISBURSEMENTS

SMART had a carry forward balance of \$118,236 for FY 2020-21 for design. SMART requested and received reimbursements in the amount of \$109,468 for design expenditures in FY 2020-21 and carried forward a balance of \$8,768 for future years' expenditure.

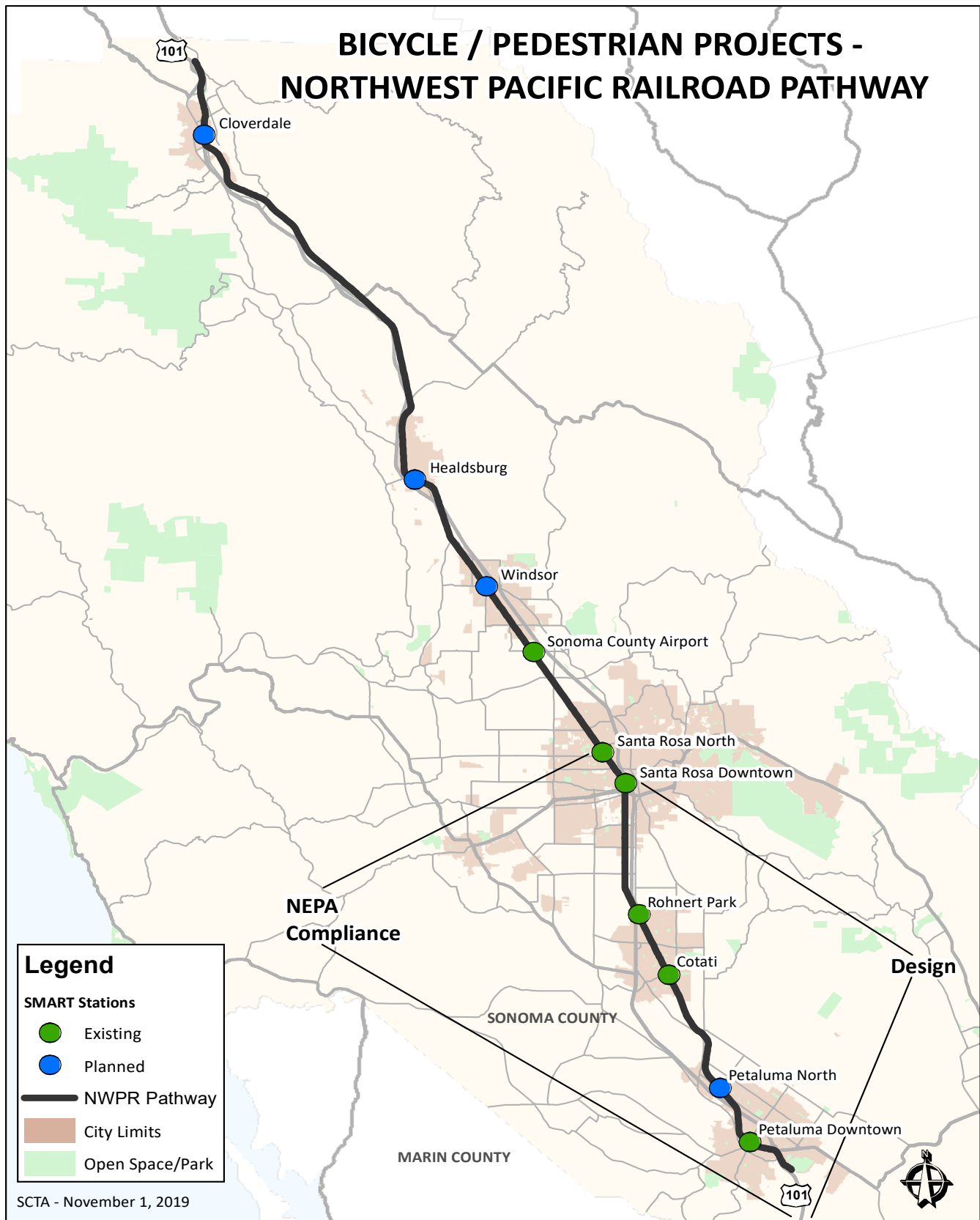
### CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING

TOTAL	Measure M—BP	OTHER*	NEED
TBD	\$1,000	\$3,639	TBD

Total Measure M Expenditure Plan funding is \$1,000,000.







# ARNOLD DRIVE BIKE PROJECT

Build shoulders on Arnold Drive just north of the middle school to add bike lanes through Sonoma Developmental Center and Glen Ellen to Highway 12. This would continue the existing bike lane on Arnold Drive at Petaluma Avenue.

**ADDITIONAL PROJECT DETAILS:**

This project proposes to widen Arnold Drive from PM 18.02 to PM 18.27 to provide pedestrian and bike facilities. This shoulder widening project is in Glen Ellen and runs south from the Glen Ellen Market along the east side of Arnold Drive. Minor walls and guardrail installation are needed to widen this segment of Arnold Drive.

**PROJECT STATUS/SCHEDULE:**

The County continued to work on a feasibility study for a future bicycle and pedestrian project to improve safety along Arnold Drive.

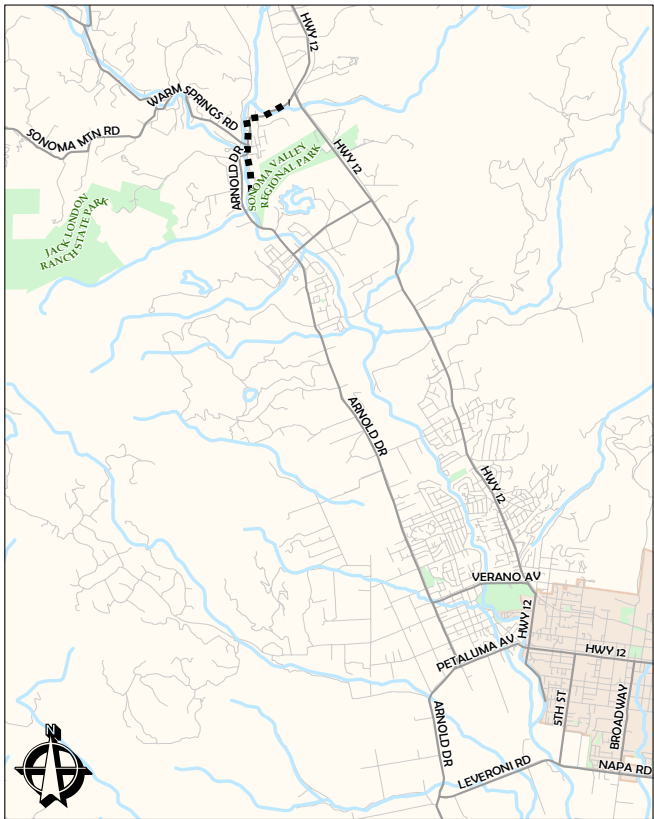
**FISCAL YEAR 2020-21 APPROPRIATIONS AND DISBURSEMENTS:**

The County of Sonoma had a carry forward balance of \$32,871 from the previous fiscal year. The County subsequently submitted invoices that caused the carry forward balance to be adjusted to \$80,402. In FY 2020-21 the Transportation and Public Works Department requested and received reimbursement in the amount of \$17,861 and rolled over a balance of \$62,540 for future years' expenditures.

**CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING (IN THOUSANDS):**

TOTAL	Measure M—BP	OTHER	NEED
Phase 1	\$250	\$0	TBD

Total Measure M Expenditure Plan funding is \$2,000,000.



## ACCESS ACROSS 101

### PROJECT SCOPE:

Identify key east-west access points across Highway 101. This funding will be used for feasibility studies and be provided to four jurisdictions along the 101 corridor on a first come, first served basis, and will not exceed \$250,000 per jurisdiction.

### ADDITIONAL PROJECT DETAILS:

This project category is open to all the jurisdictions adjacent to or bisected by Highway 101 through Sonoma County. Sponsors that have requested an appropriation include the Cities of Rohnert Park, Santa Rosa, and the Town of Windsor.

#### *Santa Rosa:*

The City of Santa Rosa used \$250,000 in Measure M programming for a feasibility study and a Project Initiation Document (PID) for a Class I multi-use ADA accessible crossing over Highway 101 in the vicinity of Santa Rosa Junior College.

#### *Windsor*

The Town of Windsor used their appropriation to complete a feasibility study near central Windsor.

#### *Rohnert Park*

The City of Rohnert Park is using their appropriation to complete a feasibility study for multiple locations along the 101 within the City limits.

### PROJECT STATUS/SCHEDULE:

#### *Santa Rosa*

A feasibility study for a 101 crossing in the vicinity of Santa Rosa Junior college was completed in FY 2015-16.

#### *Windsor*

A feasibility study for a 101 crossing near Downtown Windsor was completed in FY 2017-18.

#### *Rohnert Park*

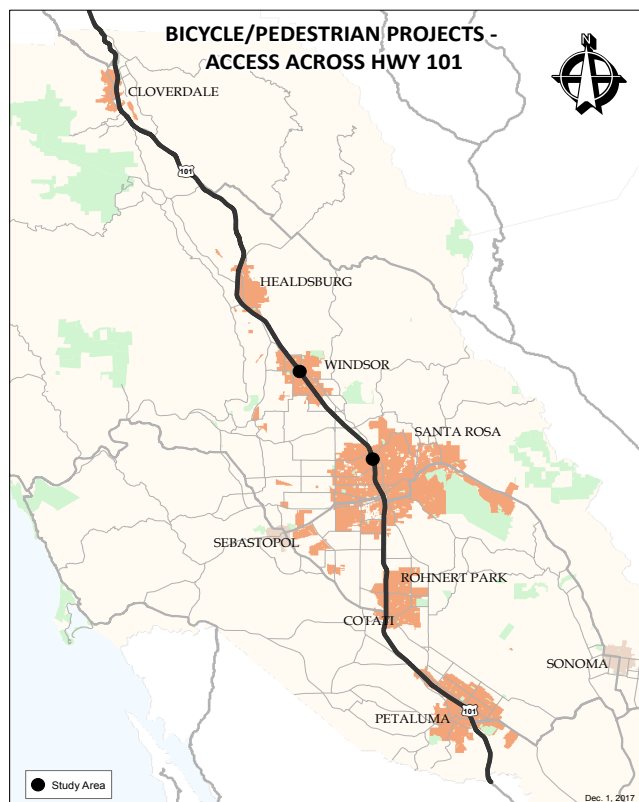
In July of 2020, the City and feasibility consultant Steven Grover and Associates (SGA), conducted an online community survey in which participants indicated their attitudes, hesitations, and preferences about crossing Highway 101 as bicyclists, pedestrians or similar non-car users within Rohnert Park. Seven crossing locations were initially studied, and two locations — Highway 101 at Hinebaugh Creek and at Copeland Creek — were chosen for more technical analyses and development of alternatives. Additional public meetings were conducted with the Rohnert Park Planning Commission and Rohnert Park Bicycle and Pedestrian Advisory Committee in March 2021, as well as a general public workshop in May 2021.

Based on the input received at these workshops, SGA concentrated on developing overcrossing alternatives at Copeland Creek, refining potential street/path landings, proposing an enhanced bicyclist/pedestrian crossing of Commerce Boulevard at the west end of the Copland Creek Bike Path (north side), identifying other necessary improvements (e.g. culvert extension, bike lane gap closures), and developing conceptual designs of a clear span, tied arch structure pedestrian/bike bridge over Highway 101. Planning-level project estimates were also developed, as well as a schedule of next steps for project execution. SGA also prepared the final draft feasibility study to present to the Rohnert Park City Council in Fall 2021.

### FISCAL YEAR 2020-21 APPROPRIATIONS AND DISBURSEMENTS:

#### *Rohnert Park*

The City carried forward a balance of \$245,790 in an open appropriation from the previous fiscal year for use during the FY 2020-21. Rohnert Park received \$211,189 in reimbursements for work completed in FY 2020-21 and carried forward a balance of \$34,601 for future years' expenditures.







#### CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING (FIGURES SHOWN IN 1000S)

PHASE	TOTAL	Measure M—BP	OTHER*	NEED
SR	\$693	\$250	\$443	\$0
W	\$250	\$250	\$0	\$0
RP	\$270	\$250	\$20	\$0
TBD	\$0	\$0	\$0	\$0
<b>TOTALS</b>	<b>\$1,213</b>	<b>\$750</b>	<b>\$463</b>	<b>\$0</b>

\*"Other" funds include City funds and State Gas Tax.

Total Measure M Expenditure Plan funding is \$1,000,000.

## BICYCLE SAFETY AND EDUCATION

### PROJECT SCOPE:

Implement bicycle safety programs focused on educating the public and, in particular, school children.

### ADDITIONAL PROJECT DETAILS:

There are two project sponsors implementing two phases of the Bike Safety and Education Project. The Sonoma County Bicycle Coalition (SCBC) implements two phases of this project: Safe Routes to Schools (SRTS) and Bike Month. Safe Routes to Schools creates activities and materials to educate and promote safety through Education, Encouragement, Enforcement, Engineering and Evaluation (Five E's). This work supports the SRTS phase being implemented by the SCTA, below. The Bike Month (also known as Bike to Work) is designed to encourage commuters to try bicycling to work, school or errands during the month of May and to increase the public's awareness and respect for bicyclists.

The Sonoma County Transportation Authority (SCTA) also implemented a Safe Routes to Schools phase. The SCTA was responsible for the Countywide Safe Routes to Schools Program for FY 2020-21 and used Measure M funds to supplement that effort.

### PROJECT STATUS/SCHEDULE:

SCBC worked in coordination with SCTA to implement the Countywide Safe Routes to Schools Program and SCTA continues to expend funding received through a federal grant to implement the program. Measure M funds are used by the SCTA as a match for the federal grant funding.

The funds for the Bike to Work (BTW) phase are used to increase participation in Bike to Work Day (BTWD) and Bike Month activities and to produce advertisements and promotional material to encourage biking within Sonoma County. SCBC is the organizer for Bike to Work Month in Sonoma County. Each May, SCBC promotes Bike to Work Month and Bike to Work Day countywide by partnering with local government, businesses, non-profit organizations and hundreds of volunteers and supporters.

The key goals of Bike Month and Bike to Work Day are to increase public awareness and safety for bicyclists, and to increase the number of people using bikes for everyday transportation. This is achieved through outreach, education, and by providing the tools and information necessary for people to feel comfortable commuting by bike. This year, the Shelter in Place order issued by the Sonoma County Health Officer in response to the COVID-19 pandemic prevented SCBC and the MTC from holding most of the usual Bike Month events. Bike to Work Day was rebranded as Bike to Wherever Day and moved to September in 2020. Bike to Wherever Day 2021 was held in May as Bike to Work Day would have been, thus FY 2020-21 saw two Bike to Work Day celebrations.

### PROMOTION & OUTREACH

SCBC promoted Bike Month events through a variety of local media outlets, including but not limited to:

- Argus Courier
- Cloverdale Reveille
- Community Voice
- City of Cotati Activity Guide
- City of Santa Rosa e-Newsletter
- Healdsburg Tribune
- Kaiser Permanente e-Newsletter
- KZST
- Press Democrat
- Sonoma County Gazette
- Sonoma West Times & News
- Windsor Times





## BICYCLE SAFETY AND EDUCATION

Events were also promoted on social media outlets including Facebook, Twitter, and Instagram and via SCBC's e-newsletter. Measure M logos appeared in all print and digital media, including messenger bags.

### BIKE TO WHEREVER DAY ENERGIZER STATIONS

Since fewer people were traveling to and from work, switching from "Bike to Work" to "Bike to Wherever" did away with the tradition 6–9 am time restriction for Energizer Stations. Each station was allowed to choose whatever time of day they preferred.

In September, SCBC only facilitated two smaller Energizer Stations in order to comply with social distancing requirements; no food was provided. Since bike shops were open as essential businesses, SCBC partnered with twelve local bike shops to distribute BTWD bags over a longer period of time.

By May of 2021 COVID-19 related restrictions were beginning to ease, however many past Energizer Station sponsors were not yet ready to renew their participation. There were four Energizer Stations and eight bike shops distributing promotional materials. Instead of a Bike Commuter of the Year, SCBC honored Bike Champion of the Year Sherry Adams, a bike mechanic and former board member who started SCBC's Changing Gears program in the Sonoma County jail. Additionally, 800 messenger bags were distributed in September 2020 and 500 in May 2021.

### FRIENDLY COMPETITION/SOCIAL SUPPORT

112 Sonoma County residents participated in the September 2020 Bay Area Bike Challenge, which was made extra challenging by smoke from local and regional fires. SCBC Staff also created some virtual challenges (a treasure hunt, photo challenge, bike parade, and a pool noodle ride); participation was difficult to quantify if participants did not post their results online.

In May 2021, MTC discontinued the Bay Area Bike Challenge so the Coalition searched for ways to add friendly competition locally. SCBC set up several challenges by number of miles and number of rides using the Ride Spot app produced by People for Bikes. Thirty people participated, of whom sixteen completed their challenge. Two competitors rode over 500 miles during the month.

The Bicycle Coalition also promoted their "Bike2it! Challenge," which encouraged residents to use their bike rather than a vehicle for destinations within two miles. 150 people signed up to challenge themselves.

### ONLINE WORKSHOPS AND CLASSES

In addition to Bike to Wherever Days, SCBC offered a variety of on-line classes to promote and educate people about cycling.

Date	Event
9/9/20	Smart Cycling
9/12/20	Intro to Family Bicycling
9/15/20	Basic Bike Maintenance
9/16/20	Bicycling Street Skills for Parents
9/26/20	Smart Cycling
9/26/20	Bicycle Route Planning
9/30/20	Basic Bicycle Maintenance
5/13/21	Smart Cycling
5/22/21	Basic Bicycle Maintenance
5/25/21	Bicycling Street Skills for Parents
5/26/21	Bike Advocacy Basics

Despite the challenges posed by the on-going pandemic, Measure M funds allowed SCBC to continue to operate and deliver services, to support and encourage cyclists, especially those who were riding again for the first time.

### FISCAL YEAR 2020-21 APPROPRIATIONS AND DISBURSEMENTS:

SCBC carried forward a balance of \$7,991 from the previous fiscal year. The Coalition requested and received disbursements for expenditures in the amount of \$7,991 in FY 2020-21 for the Bike to Work phase.

The Sonoma County Transportation Authority used Measure M to leverage \$277,552 of federal funds for the Countywide Safe Routes to Schools Program.

### CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING

PHASE	Measure M—BP
SCBC SRTS	\$575
DHS SRTS	\$135
SCBC BTW	\$167
SCTA SRTS	\$260
<b>TOTALS</b>	<b>\$1,137</b>

Total Measure M Expenditure Plan funding is \$1,200,000







5%

# Passenger Rail Program

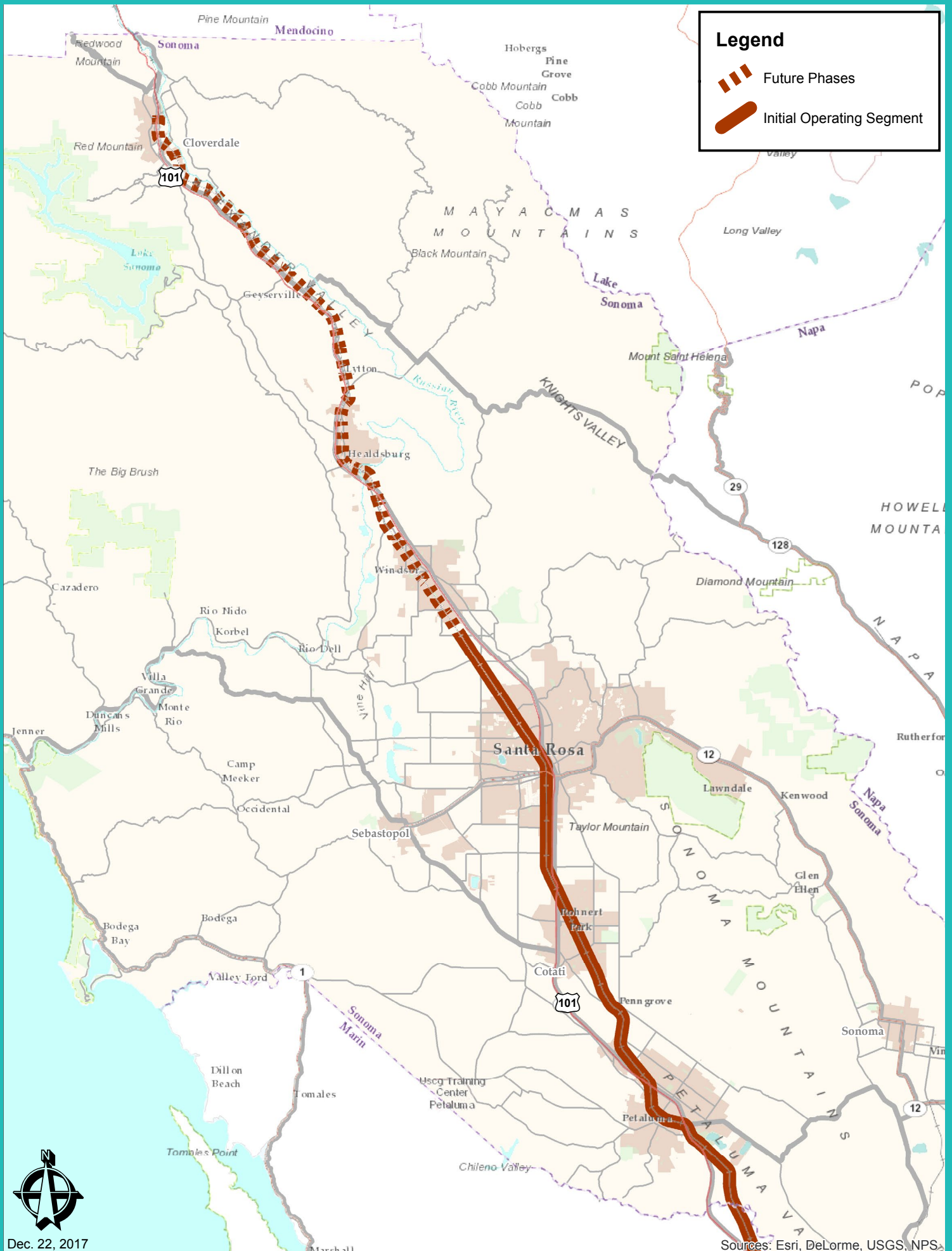
Measure M contributes 5 percent of its revenue to the Passenger Rail Program. Net funding in the account began with a balance of \$790,524. Revenue to the program totaled \$3,515,327 consisting of \$1,433,385 in sales tax, \$8,193 in interest (See Table 1). There were no expenditures while SMART continues to pay down an inter-program loan. Principal and interest payments from Rail to LSP paid off and closed out the inter-program loan.

**TABLE 7. PASSENGER RAIL PROJECT PROGRAM REPORTING, FISCAL YEAR 2020-21**

Project Name	Beginning Appropriation Balance	FY 20-21 Appropriation	FY 20-21 Expenditures	Ending Appropriation Balance
SMART	\$0	\$0	\$0	\$0

Passenger Rail ending appropriation balance in FY 2014-15 was \$0 and since then SMART had no new appropriations. Rail expenditures include \$3,306,250 in bond principal payments, \$131,334 in bond interest, \$2,449,897 in 2011 Bond Defeasance Expense, \$5,774 in Administrative fees related to the 2011 Bond Defeasance, and \$375 in bond DAC\* filing fees.

**\*Digital Assurance Certification** (or “DAC”), provides post-issuance securities and tax compliance services to municipal securities market participants, and operates an integrated disclosure repository for obligors’ municipal and direct/taxable bond issues



## SONOMA MARIN AREA RAIL TRANSIT

### PROJECT SCOPE

The Sonoma Marin Area Rail Transit (SMART) project is to provide passenger train service to Sonoma and Marin County residents along the Northwestern Pacific (NWP) rail corridor that lies next to Highway 101.

### ADDITIONAL PROJECT DETAILS

SMART passenger train service provides an attractive, high quality transportation alternative for thousands of travelers within and between Sonoma and Marin counties as well as to and from San Francisco. Since over half of all traffic entering Marin County from the north on Highway 101 is destined for Marin County, providing rail service to San Rafael helps make a significant contribution to relieving congestion on Highway 101. SMART also provides rail service to the existing ferry terminal at Larkspur Landing enabling riders to transfer to and from a San Francisco bound ferry. The adjacent pathway serves cyclists and pedestrians. (See *NWPRR Trail aka SMART MUP*, page 50.)

### PROJECT STATUS/SCHEDULE

Measure M funding provides only a portion of the overall funding needed to initiate passenger rail service. Additional funding was secured by a ballot measure in 2009 providing a secure funding source for SMART allowing a delivery schedule to be developed. SMART uses Measure M funding to develop station sites, improve rail crossings on local roads, and perform final engineering for the project. Measure M funds are only used for expenditures in Sonoma County from the Marin/Sonoma County line north to Santa Rosa. SMART is phasing in rail service as sections are completed.

The first phase of passenger rail operations between Santa Rosa and San Rafael was completed and service commenced in 2017.

The segment from San Rafael to Larkspur is complete and service to the Larkspur station began in late 2019. SMART is now in construction for the segment from Santa Rosa to north Windsor, with service to Healdsburg and Cloverdale expected subsequently.

### FISCAL YEAR 2020-21 APPROPRIATIONS AND DISBURSEMENTS

SMART had \$0 in carry over from the prior year's appropriations for the Rail program in construction. The SCTA disbursed \$0 to SMART for construction activities this year. SMART has fully expended all appropriations.

COMPLETED

*SMART Train on the Petaluma Haystack Landing Bridge, headed south, with the 101 Petaluma River Bridge.*





